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New Advertisements will be found on page 4.

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A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.
ESTABLISHED 1841.

DEATH.

At Hankow, on the 5th August, 1900, of heart
apoplexy, U. G. S. I. THOMAS, Boat Officer, I.M.
Customs, aged 36 years.

The Daily Press.

HONGKONG, August 16th, 1900

THE advance of the Allied Troops upon Peking has so far been pretty rapid since the defeat of the Chinese at Peitsang, when after seven hours' fighting they were driven out of their entrenchments at that place. The Allies then marched on to Yangtsun, where they again found the enemy strongly entrenched, but succeeded in dislodging them on the 8th instant. Thence they toiled on to Nan-tai-tsun, up to which point the railway and road ran nearly parallel; but the Allies, following the road, proceeded to Hosiwa, where they arrived on the 10th inst. On the following day they succeeded in reaching Anping, or Ngan-ping as it is called on some maps, only twenty-seven miles from the capital. At this rate of progress the Relieving Army should have reached Tungchow on the 13th inst., and may now even be encamped under the walls of Peking. This is supposing all to have gone well, and no serious opposition made to their progress, but it is hardly likely they would be permitted to approach within cannon-shot range of the walls of the city, much less to enter its sacred precincts without a struggle. The Boxers are in enormous force in and around Peking, and the so-called Imperial Government would have at least 30,000 to 40,000 disciplined troops at their command. It is probable that a desperate stand would be made outside the city walls, and every effort put forth to overpower the invaders by sheer weight of numbers. In the event of that failing, they would most likely fall back within the walls and commence a fresh defence behind those ramparts. The result, however, can hardly be in doubt. The walls can easily be breached with modern artillery, and after that the Allies may be trusted to break down further resistance. At the same time this

will not prove a mere walk over. Tientsin was not captured without loss and the entrenchments at Peitsang and Yangtsun cost the Allies many valuable lives, and much hard fighting. Meanwhile the public are asking what the Allies will find in that city of mystery, Peking. That the bulk of the Foreign Ministers and the inmates of the Legations are alive seems probable, but we have no certainty that in the last few days of suspense and starvation the tale of murder may not have been completed, and on arrival no further light obtained, which may throw a ghastly radiance on this tragedy. Or the Allies may, on entering Peking, find that it is the capital no longer; that the seat of power has been removed to Sian-fu, the capital of the province of Shensi, and that the surviving foreigners have been taken there as hostages. We trust that this will not prove to be the case. If the latest received messages from the Legations are to be relied upon, such a move was not in contemplation, and it is more probable that the so-called Government will try and brazen it all out on the ground of non-responsibility for a struggle they were not the first to provoke. The Chinese urge that the allies commenced hostilities by firing on the forts at Taku, quite ignoring all that had preceded that event. It is sincerely to be hoped that the concord between the Treaty Powers will stand the test of time, reverses, troubles of all kinds, and that the policy of pin pricks will not be resumed by the French. The Allies should early decide upon one common line of action and act loyally on its terms. Otherwise they may all have weighty reasons in the not distant future to repent having allowed mutual distrust or petty jealousy to stand in the way of a satisfactory settlement of the Chinese Puzzle.

SIMULTANEOUSLY with the effective co-operation which has at last been secured among the various nations who are represented by troops up north, a serious situation threatens to develop in Shanghai owing to the miserable intrigues and jealousies of those who are all equally interested in the safeguarding of the Settlements of that port. The Goorkhas and Bombay Infantry under the command of General CREAGH arrived there on Tuesday, but did not proceed to land. The *China Mail's* Shanghai correspondent, in his despatch published yesterday afternoon, says that this was owing to the intrigues of the French and American Consuls with certain American missionaries in the employment of the Chinese, helping to frustrate the action of the British authorities. In the case of the French Consul this action does not occasion much surprise, for, as we have already pointed out, there was a very strong suspicion that the Comte de BEZAUME was engaged in a secret arrangement with LI HUNG-CHANG, who is not still stopping in Shanghai without a reason. But with regard to the U. S. Consul, strong doubts will certainly be entertained of his complicity in any such unfriendly action against the British, more especially after reading Reuter's telegram of the 13th inst., stating that the United States have decided to ignore the Chinese protests with regard to landing troops in Shanghai. In a leading article in its issue of the 11th instant, the *North-China Daily News* sums up the case for the landing of a small body of troops concisely. "There seem unfortunately to be—and we suppose it is inevitable—elements in the community anxious to disturb the cordial understanding between all the Powers that has marked the operations in the North; but after all, it is the common sense of the majority that rules in the end, and the unprejudiced majority, even of the non-British portion of the residents of Shanghai, must see that the bringing of a small force of Indian troops here is a wise precaution for the benefit of all residents of Shanghai of all nationalities equally, and for the injury of none except law-breakers. If anyone feels injured by their coming, it must be someone with whose private scheme it interferes, and who has not the interest of the community as a whole at heart."

Our contemporary concludes:—"The attempt to show that Great Britain has some sinister motive in bringing these troops here must be the result of unreasoning jealousy. Our Government has formally disclaimed any intention of joining in or encouraging any partition of China, nor has it any purpose of altering the status of Shanghai as an international Settlement. There is nothing to be added to this. The motives imputed to us in wishing to land troops at Shanghai are the invention of those who harbour designs of a general partition of China. For this reason we can hardly believe that Mr. Goodnow joined the representative of France in his foolish and shortsighted action. Unfortunately, however, the protest, by whomsoever it was made, seems to have carried the day, and Shanghai may be left to depend on her volunteers and such aid as the ships in the neighbourhood can give."

In the 24 hours preceding noon yesterday there were reported six fresh cases of plague and five deaths.

For dredging within the man-of-war anchorage on Tuesday a boat-woman was fined \$25, or a month. A P.C. found her dredging close to H. M. S. *Argonaut*.

Yesterday the British men-of-war in the harbour were flying their ensigns half-mast high as a mark of respect to Mr. Barnett, boatswain of the *Argonaut*, who died at the Naval Hospital on Tuesday night.

The Water Police informed us yesterday morning that the Red Drum had been taken down and a Black Cone hoisted, pointing downwards, which indicated a typhoon to the South, with its centre within 300 miles of the Colony.

The new Hamburg-American liner *Deutschland* has beaten the famous maiden trip of the *Kaiser Wilhelm der Grosse*, which has heretofore held the record across the Atlantic. The *Deutschland* steamed 3,044 knots in 5 days 17 hrs. 27 min., averaging 22.42 knots an hour for the whole voyage.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

Douglas S. S. Co., Ltd. \$25
Hon. F. H. May 10
E. Houghton & Co. 10

About 100 coolies were engaged in the Commissariat yard on Tuesday afternoon, and at about one o'clock a coolie named Su Fiu Tsang, who had evidently some grievance, shouted out to them not to work. He was making a great noise, and at the Magistracy yesterday Mr. Hazeland fined him \$10 or a month as a punishment.

It is said that there are at present more than fifty thousand gallons of various brands of liquor in Maulla which have been made by mixing water with crude alcohol, flavoured with extracts, and coloring matter, and in some of the establishments there can be prepared at a moment's notice anything from a bottle of "old blackberry brandy to one of old Scotch or rye whisky, mellowed in the wood."

The Japanese Naval Department appears to have decided to construct one second-class and one third-class cruiser at home. Designs for the two cruisers have just been completed, and materials for their construction will be ordered from England at an early date. Upon the arrival in Japan of the materials, one of the vessels will be built at Kure, while the other will be constructed at the Naval Shipbuilding Yard at Yokosuka.

At seven o'clock yesterday morning Sergeant Terret saw a boat come along the Praya with two men and a woman. The men got on to the Praya with the basket produced. He examined the basket, which the first defendant said belonged to him, and found that it contained ship's provisions. As they could give no satisfactory explanation as to where they got the goods he took them into custody. Mr. Hazeland discharged the second and third defendants, but fined the first \$25, or six months.

At about nine o'clock on Tuesday night P.C. Reid met Tai San at Sham-Shui Point with another man. The latter had an opium pipe in his hand, and he threw it down on the ground as he was about to search him, and Tai San stood in front of him. He was about to search the man when Tai San pushed him away, and he knocked them both down. The man who had the pipe run away, but the constable took the other man to the station. Yesterday the man was fined \$15, or a month.

A coolie named Cheong Ping was charged at the Magistracy yesterday, along with two others, with robbing one Wong Tai of a silver watch valued at \$20. The complainant is the captain of the steam tug *Tow*. He did not know the defendant. At about eight o'clock on Saturday night he and the engineer and two others went to Shaukiwan. On the way the defendant and two others came up behind them. The defendant took hold of his queue with one hand and with the other took his watch. He caught hold of the defendant, but the other two decamped. The engineer, who was called as a witness, said he ran away on the men coming up. The defendant was discharged.

It is stated, says the *Japan Mail*, that the transport coolies engaged in Japan for the British and German forces in North China are to be obtained through the emigration societies. If these men are employed as military carriers (*yimbu*) their pay must be a yen and a half daily and arrangements have to be made for payments to their families in the event of death. That is the law. To observe if where foreign Powers are the employers is evidently difficult, and the alternative is to drop the term "military carrier" and place the matter on the basis of emigration.

A correspondent writing to the *S-F. Press*, complains bitterly of the military authorities firing salutes on Sundays. He says that while Divine service was proceeding in the Cathedral on Sunday week, the service had to be stopped till the firing ceased, and to support his complaint he quotes a passage from Admiral Keppel's *Life* where, it would be seen that the Admiral wrote in his diary on Sunday evening, the 31st March, 1867, the day he arrived in Singapore and took command of the China station:—"As it was Sunday, I negatived all salutes till the following morning."

H. M. S. *Whiting* and *Flover* left Shanghai for the north on the 10th instant.

The P. & O. Co.'s hired transport *Formosa* left Bombay on the 13th August in the morning.

Shanghai papers reports that the U. S. S. *Princeton* went up from Woosung on the 10th instant to a berth off the Old Ningpo wharf.

The rate for the charter of ships in Yokohama has risen to 9 yen a ton, and thus a steamer of 2,000 tons cannot now be produced for less than 18,000 for a month.

It has been computed that 3,000 Martini and bayonets, and one-and-a-half million rounds are required for the possible armament of British subjects at Treaty ports in China.

The *Echo de Chine* says that two compatriots, members of the Foreign Mission, P. P. Georjon and Leray, have been massacred in Manchuria. P. P. Mounier, Roubin and Delpar managed to escape.

The House of Commons on the 26th ult. rejected Mr. Souttar's motion that a generous grant be made to India on account of the China Expeditionary Force, on the score of inexpediency.

The Marine Court at Tokyo has decided that the Captain, J. Jones, and the Chief Officer Salmon were responsible for the loss of the *Tokio Maru*, and has suspended their certificates for six and twelve months respectively. They are said to have appealed.

The new Agent-General for New South Wales, Mr. Henry Copeland, the *Sydney Telegraph* states, hopes to induce the Admiralty to establish stations for the supply of Australian coal to warships at Hongkong, Singapore, Colombo, and other ports.

1st Lieutenant Frederick G. Knabenshoo 15th U.S. Infantry, states a Manila paper, has been relieved from duty as aide-de-camp to Brigadier General Frederick D. Grant, U.S. V. Co. hunters, and will proceed by the first transport leaving Manila for Nagasaki, and will there report for duty with his regiment.

The *Nippon's* war correspondent says that very marked friendships exists between the Japanese and the English in the field. They supply each other's wants and are mutually helpful in every way. The Indian soldiers have become familiar with the term "Japanese," and show the greatest good will, and the Wai-haiwei regiments speak of the Japanese as "Nippon Daijin."

A scheme is afoot to establish a large sugar refinery in Taiwan, Formosa, with a capital of 500,000 yen. It is said that the institution is to receive a subsidy of 12,000 yen, for the present, from the Formosa Government Office, and 200,000 yen of the capital is to be called up during the year. Next year the subsidy will be increased to 30,000 yen, or 6 per cent. of the capital. Rumour says that similar factories will rapidly spring up, but they will receive no Government protection.

Concerning the state of the country near Tientsin, the *Shanghai Mercury's* correspondent wrote on the 4th instant:—"The subsiding of the waters in the dykes has rendered the enemy's damming ineffective, and the country intervening between their position and that of the Allies is now clear. The river beyond Peitsang is blocked for a considerable distance with sunken junks filled with stones. The river is overflowing in places. The dry weather continues, and for the most part the country around is in good marching condition."

We have received the Report of the Shanghai Feather Cleaning Company, Limited, in Liquidation, to be presented to the shareholders at an extraordinary meeting at the office of the Liquidator, Mr. H. Lehmann, Shanghai, on the 17th instant. The Liquidator in his report submits the final account. The profit and loss account shows a debit balance of Tls. 247,000.44, the loss on consignments to Europe amounting to Tls. 67,387.92 and that on the whole of the property of the Company, sold at public auction, being Tls. 110,026.74. A proposal will be submitted to liberate the Directors and the Liquidator from their responsibility.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 16th August, at 4.15 p.m.

ORDERS OF THE DAY.
1.—Further reply from Government relative to the reservation of a European District at Kowloon.
2.—Letter from Professor Simpson concerning the attempt to destroy rats in the sewers.
3.—Letter from the Assistant Secretary to the Government of Bengal regarding the Quarantine Regulations of that place.
4.—Proposed Dairy Bye-laws.

AGENDA.
1.—Letters stating that the Venice Sanitary Convention Regulations have been withdrawn against Tananarive, Madagascar, in the Ports of Calcutta and Chittagong, and in the Ports of Burma.

2.—Telegram declaring Karachi to be free from Bubonic Plague.

3.—Statement showing Plague cases and deaths in Bombay City from 19th June to 2nd July, 1900.

4.—Result of the analysis of four samples of milk.

5.—Fortnightly lime-washing return.

6.—Mortality Return from Macao for the week ended 25th July, 1900.

7.—Mortality Statistics for this Colony for the weeks ended 28th July and 4th August, 1900.

8.—Three applications for licences to keep swine and two to keep cattle.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 14th August, 8.56 p.m.

RAPID ADVANCE OF THE RELIEF FORCE.

The Allies reached Hosiwa on Friday, the 10th, and Anping on Saturday, the 11th instant.

NO TROOPS YET LANDED AT SHANGHAI.

The British transports with troops for Shanghai have arrived, but have not yet landed their men.

SUPPRESSION OF DISTURBANCES IN HUPEH.

Chapels have been attacked at Hayyang and Hankow. No personal injury, however, has been inflicted on the Christians. The Viceroy promptly sent troops to suppress the rioters.

CURIOUS CONDUCT OF CHANG CHIH-TUNG.

An ambiguous anti-Christian placard has been issued by Viceroy Chang Chih-tung, but it has been removed on the Consuls making a protest.

SHANGHAI, 15th August, 8.40 p.m.

THE TRANSPORTS AT SHANGHAI—STILL SOME HOPE.

The transports with the Indian troops on board have been ordered to sail for Weihaiwei to-morrow (Thursday) morning, but there is still some hope that they will be allowed to land their men here.

RELIEVERS NEARING PEKING.

The Relief Column is approaching Peking. Little opposition is offered to its advance. The Allies will probably find that the hostile Manchus have escaped from the city.

THE WAR IN SOUTH AFRICA.

LONDON, 14th August, 7.35 p.m.

THE PURSUIT OF DE WET.

It is officially announced that Commandant De Wet is still being pursued. He has destroyed three of his waggons.

ESCAPE OF BRITISH PRISONERS—MR. STEYN.

Sixty British prisoners have escaped in the Orange River Colony. Mr. Steyn is confined in camp under surveillance.

BOER LOSSES AND BRITISH GAINS.

Commandant De Wet has abandoned his horse, ammunition, stores, and exhausted horses. Lord Methuen has captured one gun.

REUTER'S SERVICE.

LONDON, 12th August.

THE RUSSIAN LEGATION AT PEKING.

In reply to a telegram from M. de Giers, the Czar permits the legation to leave Peking provided the Emperor and the Government of China guarantee their absolute safety. The Czar warns the Chinese Government of the grave responsibility they will incur if any of the legation are injured.

THE CHIEF COMMAND IN CHINA.

Great Britain, the United States and Japan have formally agreed to the appointment of Field Marshal Count Waldersee as Commander-in-Chief of the allied forces in China. Great Britain, however, makes her agreement conditional to the other powers assenting.

THE CRISIS IN CHINA.

The Viceroy, including Li Hung-chang, have appealed to the United States for their good offices in preventing foreigners from landing in Shanghai.

Germany has forbidden the export of arms and ammunition to China.

THE WAR IN SOUTH AFRICA.

General Kitchener came up with Commandant De Wet's rearguard yesterday at Lindque and General Methuen was also engaged six miles to the North West.

General Buller is marching towards Ermelo.

LONDON, 12th August.

THE CHINA CRISIS.

China has complained to M. Delcassé of the delay of the Ministers in accepting an escort from Peking. M. Delcassé in reply said that the Ministers were unable to leave until the road was safe, and that China would prove her sincerity by ceasing to throw obstacles in the way of the allies.

The United States has resolved to ignore the appeal of the Viceroy re landing troops at Shanghai.

General Methuen, after capturing six waggons and two ambulances, has joined General Kitchener. The enemy is fleeing before them.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The transport *Nurani* arrived yesterday evening from Calcutta, bringing the B Squadron, 16th Bombay Lancers (2 British and 5 native officers, 132 N.C.O.'s and men, and 95 followers), a portion of the Native Field Hospital (1 British officer, 5 N.C.O.'s and men, and 57 followers), with horses and mules.

Yesterday the British transport *Naura* returned to Hongkong from Taku and Weihaiwei.

The French 2nd-class cruiser *Friant* and the transport *Cacher* also arrived yesterday from the south.

NEUCHWANG.

FIGHTING AT LAST.

The *N.-C. Daily News* publishes a telegram from Neuchwang, via Chefoo on the 9th inst., to the following effect:—

The long-expected has happened, and there has been fighting at Neuchwang. It seemed at first that only a rabble of Boxers were concerned, but this idea was soon dispelled, for Imperial troops made their appearance. They attacked early on the morning of the 4th instant, and it took a whole day's fighting before they were driven off. The Russians came to the fore, and their two gunboats shelled the native city, with the result that the Chinese, headed by the Taotai, fled precipitately across the river and into the country. Now the Russian flags over the Custom House, the native city and the forts. There were no casualties among the Russians or the civilians, and very few among the Chinese. The two Japanese gunboats took no part in the affair, except that part of their crews were on shore helping to defend the Settlement.

A LULL.

The native city gives no sign of trouble now. The Russians have surrounded it. The natives are making for Chefoo in large numbers.

TIENTSIN THREATENED AGAIN.

A very large force of Boxers—from 15,000 to 25,000—are the numbers stated—is said to be making threatening movements in the neighbourhood of Tientsin, and between that point and Tangku.

GALLANT AMERICANS KILLED.

At the recent capture of Yangtsun on the 8th instant, the Americans who behaved gallantly in the advance lost 73 men.

NEWS FROM PEKING.

News has been received here from Sir Robert Hart to the 27th ult., and from Sir Claude Macdonald to the 4th instant. The latter reports that the foreigners in Peking could hold out for ten days more.

RIOT AT TATUNG.

News reached here yesterday of a riot at Tatung in which the telegraph office was burnt down and other damage was done. Tatung is a calling station for steamers on the Yangtze between Wuhu and Kiukiang, and there are two I. M. Customs officials there. It is a somewhat turbulent place, much infested with salt smugglers. This riot is probably merely a local outbreak.

NEWS VIA JAPAN.

OFFICIAL DETAILS OF PEITSANG.

A Tokyo despatch of the 7th inst. to the *Kobe Chronicle* says:—

A despatch from Chefoo, dated to-day, states that a British naval officer has brought news that an allied force, composed of Japanese, British and Russians, advanced on the 5th to clear away the Chinese troops in the vicinity of Peitsang, and commenced shelling the town at 3 a.m.

The Chinese made a determined resistance, and very severe fighting ensued, which lasted for seven hours, when the enemy were dislodged from their position.

In this affair the casualties of the allies were 600 Russians, 400 Japanese, and 60 British killed or wounded.

The Chinese losses were over 2,000 killed and wounded.

Twelve thousand Chinese troops are reported to be stationed about thirty miles from Tientsin, apparently watching an opportunity to retake the town. Then the advance of the allies to Peking takes place.

ANOTHER MESSAGE FROM BARON NISHI.

Baron Nishi, the Japanese Minister in Peking, reports via Chinanfu, 7th inst., that there is no change in the situation in Peking. The foreign Ministers have resolved to stay in Peking until the arrival of the allied forces. The Chinese Government is continually requesting the Ministers to retreat temporarily to Tientsin. The Tangli Yamen also undertakes the transmission of peaceful telegrams for the Legations. This telegram is transmitted through the Tangli Yamen.

CHANG CHIH-TUNG'S INSTRUCTIONS.

It is reported that instructions have been issued by Viceroy Chang Chih-tung to the generals and commanders of various localities under his jurisdiction. It is stated that the instructions are as follows:—"In the event of the arrival at Peking of the allied forces, the situation will become so critical that the integrity of the Chinese Empire will be hopeless. The faithful subjects of the Empire must not overlook the present state of affairs in the country. The generals and commanders are particularly requested to do their utmost to defend their respective localities against the intrusion of foreigners."

MANCHURIAN NEWS.

The Governor-General of the Amur publishes a notice under date 31st of July to the following effect:—

The flying column was ordered to seize and occupy Honchan, for the purpose of driving the Chinese from that place and Selsol. The army consisted of the 15th and 16th East Siberian Regiments, the 5th Mountain Battery, the 2nd Mortar Battery, the Special Battery, a

part of the Chitah Cosacks, a part of the (Gauri) Cosacks (here the telegram is intelligible) and land transport troops. The Governor-General deemed it advisable to assume the offensive, instead of remaining on the defensive as heretofore. The Army, after a sanguinary fight with the Chinese, captured Hanchuan on the 30th of July.

THE MARCH ON PEKING.
A very gloomy account of the difficulties of marching from Peking to Peking is given by Mr. Hiranuma, Japanese Consul in Singapore, who is now on a visit to Tokyo. He says that while the rainy season lasts it is quite impossible for troops to make any progress, and that, even supposing there was an opposition to be encountered, 5 miles a day would be a good rate of advance, since, owing to the great heat, the marching hours are limited to those between day break and 7 a.m. The whole plain, he says, is under water, and when the floods subside, the mud is knee-deep.

GIFTS FROM INDIA.
The Maharajah Scindia has presented the Indian Military Authorities with a hospital ship, and H. M. the Queen has telegraphed her "warmest thanks" to him for the gift. It is to be complete in every detail and will carry a medical and nursing staff, the whole maintenance of the Maharajah's expense. The medical and surgical equipment of the vessel are now being proceeded with, and it is stated, she will be ready to proceed on her journey to China in a few days.

Another gift, from a loyal Parsee, comes from Damjibhai of Rawalpindi, who has presented the authorities with nine ambulances, tonies and twenty horses for the Cavalry Brigade, including a complement of drivers and axes with the necessary fodder and twelve months repairing material.

GENERAL ITEMS.
General Gaisford has reported that three hospital ships will be required at his base. They will be the *Maine*, the *Carthage* and the vessel to be presented by the Maharajah Scindia. The Government of India have placed on record an expression of their warm acknowledgments of the generous action of the Atlantic Transport Company, and the American ladies in sending the *Maine* to China for the use of Indian troops.

In regard to the three regiments, the raising of which has been sanctioned by the Secretary of State to replace the battalions on service outside India, two are likely to be raised from Sikhs below the height required for existing regiments.

The 14th Pioneer have been ordered to China to take the place of the 14th Sikhs, detailed on account of cholera.

The party under Captain Davies now making their way from Yunnan to Shanghai will, on arrival at the latter port, be attached to General Gaisford's force, Captain Davies being appointed Special Services officer, Captain Ryder to survey work and Major Mansfield for medical duty.

The contingent of bullocks from India for the heavy Artillery with the China Force will comprise 1,300 animals. India also sends horses for the balloon section. A reserve of one hundred Artillery horses and five hundred oxen has been applied for to replace casualties in the Cavalry Brigade.

For the transport of 1,053 heavy draught bullocks from Calcutta to China four additional steamers will have to be employed in consequence of the animals (unlike horses and mules) requiring lying-down space.

A late telegram from Simla states that the War Office has been asked to send out an additional nine hundred tons of fodder monthly for the China Force.

The Canadian Pacific Railway Company are preparing to make arrangements for the transport of Canadians from Quebec to Hongkong.

The U.S. transport *Sumner* arrived at Nagasaki on the 10th inst. from San Francisco, with troops and details from North China. Brigadier-General Barry is on board, and on his arrival at Tokyo will assume the duties of Adjutant-General of the U.S. forces in China.

The Italian men-of-war, *Napoli* and *Marco Polo*, are on their way out to the Far East. In addition to the German fleet now up North a torpedo-boat flotilla is on its way out from Bremerhaven. The German cruisers *Nymph* and *Nixe* have left Kiel, and are expected to arrive here early next month. Besides these, the German cruiser *Seeadler* is going up North from Australia, and the cruiser *Geier* from the West American station is going to China.

The German hospital-ship *Goeben*, from Wilhelmshaven, is expected soon, en route for the North, as also are the German transports *Aachen*, *Halle*, *H. H. Meier*, *Strasbourg*, *Dröden*, and *Rhein*, all from Bremerhaven.

The German man-of-war *Friedrich Blumenth*, has, it is reported, been specially fitted up to take in liquid fuel instead of coal.

Orders have arrived at Odessa that the 13th Division quartered in the Odessa Military District is to be prepared to embark for the Far East, and three cruisers attached to the Russian Volunteer Fleet are being fitted up to receive the men.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

LITERATURE FOR THE WOUNDED.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I have to thank you for inserting my previous appeal, and also those who so readily responded. But we have to continue this good work, and therefore I once again venture to ask you to be good enough to bring the matter before the generous public, and they will respond yet more generously. Will those who see this note please send the parcels addressed "North China Field Force" to Messrs. Watson & Co., who will continue to receive them as before.—Yours, etc.

G. BONE,
Wesleyan Chaplain.

MR. DOOLEY ON AMERICAN SYMPATHY FOR THE BOERS.

"The amount of sympathy that goes out for a struggling people is remarkable. It is the amount of sympathy that goes out for a struggling people that is the real test of a nation's character. It is the amount of sympathy that goes out for a struggling people that is the real test of a nation's character. It is the amount of sympathy that goes out for a struggling people that is the real test of a nation's character."

"I am sure that the sympathy that goes out for a struggling people is the real test of a nation's character. It is the amount of sympathy that goes out for a struggling people that is the real test of a nation's character. It is the amount of sympathy that goes out for a struggling people that is the real test of a nation's character."

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SUPREME COURT.

15th August.
IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

222 TO SHING Y. SIT YEE.

In this case the plaintiff is a trader, and carries on business as a foreign goods dealer at No. 265, Queen's Road Central, the defendant being a widow residing at 30, Albany Street, Wan-chai. The claim is for specific performance of an agreement dated the 12th day of January, 1900, for the sale by the defendant to the plaintiff of three houses, Nos. 45, 47, and 49, Ship Street.

Mr. H. E. Pollock, Q.C. (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiff and Mr. J. J. Francis, Q.C., and Mr. M. W. Slade (instructed by Mr. Bowley) for the defendant.

Mr. Pollock said he would just state shortly the nature of the claim and defence and what was alleged in the replication. His Lordship would see from the petition, in paragraph three, that the plaintiff said that an agreement was entered into, dated 12th January, 1900, whereby it was agreed between the plaintiff and the defendant that the defendant should sell to the plaintiff and that the plaintiff should purchase from the defendant for the residue of a term of the crown lease subsisting therein certain messuages and land, being 45, 47 and 49, Ship Street, at the price of \$12,000, it being agreed between the parties that the sum of \$500 (a portion of the said \$12,000) should be paid as bargain money. Then the plaintiff went on to say that the \$500 bargain money was paid and that the defendant refused to carry out the agreement. The defendant by her answer admitted that such an agreement was made, but she said that in the petition the agreement was not fully or sufficiently set out, and she relied in her answer upon certain clauses which she alleged were contained in the agreement. In paragraph four of her answer the defendant said it was provided by the agreement that if the sale to the plaintiff should not be completed on or before the 30th January, 1900, the said agreement should be set aside and a fresh agreement entered into, to be prepared by a solicitor, and that a further sum of \$1,000 by way of bargain money should be paid by the plaintiff to the defendant. Then in paragraph five of her answer the defendant relied upon another clause which she alleged existed in the agreement. She said it was further provided that if, on the examination of the title of such property it was found that it was under lease to any person, so that complete possession thereof could not be given and obtained, the agreement should be cancelled and the bargain money returned. In paragraph six the defendant said that the purchase and sale was not completed on or before the 30th January, and no further agreement had been entered into, and no further sum had been paid by way of bargain money. In paragraph seven the defendant said it was found on the date of the acquisition thereof by the defendant, subject to a lease, so that complete possession thereof could not be given to the plaintiff. Then the defendant went on to allege that she was ready and willing to return the sum of \$500 paid by the plaintiff by way of bargain money, and who had paid that into court and said that that was quite sufficient to satisfy any claim which the plaintiff might have herein. In his replication the plaintiff denied that the provisions of the agreement were such as were set out in paragraphs four and five of the answer, and in particular denied that the agreement contained any provision as to any fresh agreement of purchase or sale being entered into, and he said that the only provision or cancellation of the agreement was the words "if it is found that there is a lease to other people the bargain money originally paid shall be handed back." The plaintiff said that those words were inserted in the agreement, as the defendant well knew, for the plaintiff's sole benefit; if the representation which the defendant made to the plaintiff prior to signing the agreement, to the effect that there was no lease to the premises, turned out to be untrue, the plaintiff might have the option, if he chose to exercise it, of cancelling the agreement and demanding that the bargain money should be handed back. He denied that such agreement contained any provision authorising the defendant to set aside the agreement, and that the agreement contained no reference to an examination of the title. The defendant alleged that there were words in the agreement which meant themselves to the construction that if the agreement was not completed on or before the 30th January, 1900, a fresh agreement should be entered into between the parties. He submitted to his Lordship with confidence that the agreement could not possibly bear that construction, and that there were no words in the agreement which were capable of bearing that meaning. The provision which it was alleged bore this construction had reference simply and solely to an extension of the term for completing the contract and to nothing else. He submitted that the intention which the parties had in their minds when this clause was inserted was perfectly clear upon the face of the clause and the agreement itself. His Lordship would bear in mind that this agreement bore date 12th January, 1900. If the agreement were to be carried out within a few days, on or before the 30th January, 1900, he thought his Lordship would understand that the parties were perfectly ready and willing to let the matter rest upon this Chinese agreement, and it was very natural that there should have been this clause inserted. And it was not perhaps unreasonable for the defendant to stipulate that a further sum of \$1,000 should be paid by way of bargain money. The plaintiff alleged, and he should call evidence in support of his contention, that he attended at the defendant's house about the 28th January, 1900, along with a man called Chai Wah who was interested in this matter, because the plaintiff had agreed to resell the property to him. The plaintiff then pressed the defendant to complete the purchase and to carry the matter through on or before the end of the Chinese year, but the defendant put the matter off by saying there were a great many matters to attend to before the Chinese New Year, and it was only at her express request that the plaintiff consented to let the matter stand over until a few days after the Chinese New Year. Therefore the plaintiff said that the postponement of the completion to a date subsequent to the 30th January, 1900, took place at the express request of the defendant, and she could not now turn round and say that they ought to have turned round and said that they ought to have formally tendered to her the sum of \$1,000. The plaintiff also called at the defendant's house in February, but found she had gone away. In consequence he instructed Messrs. Wilkinson and Grist to write to Mr. Evans, thought at that time to be acting as solicitor for the defendant. The plaintiff went again to the defendant's house, about a week after that, having received no answer in the meantime from Mr. Evans. An interpreter from the office of Messrs. Wilkinson and Grist accompanied him. When he got to the defendant's house he was refused admittance and he heard someone in the house call out something to the effect that the defendant had left Hongkong. Acting on the instructions of the plaintiff, Messrs. Wilkinson and Grist wrote the defendant asking for a specific performance of her contract, and that letter was answered by a letter from Mr. Reese on behalf of the defendant, dated March 1st, 1900. Paragraph five of the answer said it was further provided that if on an examination of the title, the property was found to be under-leased so that complete possession thereof could not be given and obtained, such agreement could be cancelled and the bargain money returned. In the first place the plaintiff said in regard to that defence that there was not a single word in the agreement concerning any examination of the title. He further said that there was no provision in the agreement which said that if it was found that there was a lease the agreement should be cancelled. What the agreement said was this, that if it was found that there was a lease of the property to other people the bargain money originally paid should be handed back.

THE "PIONEER'S" TRIP DOWN THE YANGTZE.

Ichang, 5th August.

The Pioneer arrived here to-day from Chungking looking like a Margate excursion steamer, so crowded was her deck with passengers. She was indeed carrying nearly 100 Europeans, including children and ship's officers. For though she started at daybreak on the 3rd with only the British Consul, Commissioner and staff, and about 17 others, until reaching the gorges she stopped every houseboat with Europeans. There were thus on arrival all 25 of the American Methodist Mission, a large company of Canadians and China Inland Mission, one or two Bible Agents, together with Dr. Layton, who has been acting as a missionary at Chungking, and has now offered his services as an army doctor for the forces in the north. Mr. and Mrs. Archibald Little, Mr. Buch and Mr. Hancock.

No effort seems to have been made to bring any of Mr. and Mrs. Davis from Wunhsien, although known as a turbulent city, and it is understood that 123 British subjects, mostly women and children, are still left behind in the West of China. They had all been telegraphed to leave their homes, when they thought themselves safe, but owing to the distance at which they lived, had not yet succeeded in reaching Chungking when the British Consul left in the Pioneer. Not even the 34 members of the Church Mission, who are understood to have been hourly expected for two days, were in time. Mr. Hyslop, of the China Inland Mission, remained behind to see Bishop Cassels and his party through. There are understood to be several very sick among them, and all have to change their boats at Chungking. Mr. Nicholson, in business with Mr. Little and Prof. Brill, American from Wuchang, have remained behind to help to see the women and children safe. M. Bons D'Anty, the French Consul, and the Japanese Consul are understood to be still at their posts, the Japanese Consul having his wife and child with him. The latter are, however, believed to be leaving to-day.

The Pioneer came down with the greatest ease, and apparently much to the satisfaction of all on board. Several of the passengers appeared, however, to regret the comfortable passage, as many of them were unprovided with berths, and the rain pouring during the night, the deck did not afford good sleeping places. As there are three river steamers in port, it is to be hoped all will find accommodation somewhere for the further trip. Chungking and the West generally seem to have been absolutely quiet up to the date of the steamer's leaving.

Mr. M. F. A. Fraser would not allow any of the passengers to land till some hours after their arrival at Ichang, he meanwhile discussing the situation with Capt. Hillman of the Woodcock and Mr. Wilton, our Consul. There is, however, nothing going on here.—N. C. Daily News.

AN IMPORTANT CASE.

HO TUNG & CO. CLAIM THAT AMERICAN PRODUCTS SHOULD ENTER MANILA FREE.
Washington papers of the 9th inst. state—Ho Tung & Co. of Hongkong, to-day filed a petition in the Court of Claims, through Ralston & Siddons, asking for a refund of moneys paid as import duties, port and other charges, all amounting to \$32,945.33, on two cargoes of American products shipped to Manila in August, 1898. They have their claim on the fact that the President's proclamation of July 12, 1898, established certain tariff rates, and that the tariff did not provide for port and other charges permissible under the former Spanish tariff. They claim that it was not the intention of the President that any tariff should be levied on American products. The petition adds, "Nor was it within the power of the President to enforce a tariff as against such products."

RUSSIAN PRESS ATTACK ON GERMANY.

One of the surprises of the end of July was the rapidly growing virulence of the attacks of the Russian press on Germany. The *Novoe Vremya* ridicules the Kaiser's idea of vengeance, and most of the Russian papers attribute the murder of Baron Ketteler to German methods.

The *Rossija* says the difficulties of the war in China are similar to those with the Transvaal, and says if Germany undertakes the task at all, she must contribute not less than fifty thousand men.

The *Novoe Vremya* besides itself in playing off the United States against Germany. The *Rossija* thinks the solidarity of the white races has been shipwrecked by Germany and the United States; the latter fighting for her own hand, the former desiring to assume the leadership. William II. continues, certainly thinks it the duty of Europe to follow him and obey his orders, and that solidarity can come only if Europe will follow the Prussian eagle. It is not the case of Europe being compelled to go solid with Germany; but Germany must go solid with Europe.

Meanwhile the Chinese appear more bitter against Russia than against any other Power. The force being despatched by Japan numbers 60,000 men. It is rumored that a definite arrangement will be made between Russia, Germany, Britain and Japan, by which the latter will receive a compensation for her action, that is a free hand in Corea, but all rumours about China are viewed with suspicion.

NEW NAMES FOR LIEBIG'S COMPANY'S EXTRACT.
We notice that Liebig's Extract Meat Company have decided to put another distinguishing mark upon their Extract in addition to the well-known blue rectangle, J. V. Liebig. On and after the 1st of January, 1900, all their jars will have an additional label bearing Liebig's Extract of Meat Company's initials, LEMCO, by which name their Extract will soon be generally known.

LATE TELEGRAMS.

NEWS VIA RANGOON.

THE WAR IN SOUTH AFRICA.

Simla, 30th July.

The following casualties have occurred in South Africa:—At Bothetown, 21st July, 2nd Oxfordshire Light Infantry, wounded severely, Captain Hamilton.

Near Muzarib, on 20th, 1st Royal Welsh Fusiliers, prisoner, Lieut. Harris, 8-second R. Fusiliers, prisoner, Lieut. French Browster. Near Muzarib, on 22nd, Kimberley Mounted Corps, wounded dangerously, Lieut. Drew, slightly Lieut. Watson.

At Palmietfontein, on 19th, R. A., Capt. H. G. Moor, New South Wales Mounted Infantry, slightly wounded in the chest, Lieut. Tooth.

At Selous river on 22nd July, Bushmen, killed, Capt. Robertson.

At Zinkorosh, on 21st July, R. F., slightly wounded, Lieut. R. H. Grieg, flesh wound in the side.

At Retief on 23rd July, 2nd Black Watch, dangerously wounded, Major E. M. Willelms, gunshot wound and perforation of the abdomen; severely wounded, Lieut. H. K. Smith, gunshot wound in thigh.

At Stalbert Nek, on 23rd July, Royal Field Artillery, severely wounded, Capt. H. T. Kelly, in foot and thigh, Imperial Yeomanry, slightly wounded, Lieut. G. A. Clay, 2nd Duke of Edinburgh's Light Infantry, severely wounded, Capt. Miller, gunshot wound in skull.

At Stinkfontein on 24th, 1st Royal Welsh Fusiliers, severely wounded, Capt. Doughty in right leg, 1st Queen's Own Cameron Highlanders, severely wounded, Captain Alderson; slightly wounded, Lieut. Murdoch, 2nd Leinsters, slightly wounded, Lieut. Dwyer in leg, 1st Royal Dublin Fusiliers, severely wounded, Lieut. Taylor in arm and leg.

At Kooka river on 21st July, Royal Marine Light Infantry, killed, Captain Robertson, Queen's Own Highlanders, severely wounded, Lieut. Leask; slightly wounded, R. H. Walsh, West Australian Contingent, severely wounded, Captain Leask; slightly wounded, Lieutenant Davis, Captain Hale, New South Wales Contingent, slightly wounded, Lieutenant Eckford.

THE FAMINE.

Simla, 30th July.

The Viceroy and party left to-day for Gujrat. To-day's telegrams from this region show good rain fall at all Kathiawar stations and in Ahmedabad district on Friday and Saturday and again yesterday, thereby greatly relieving the anxiety, though the monsoon is now again slackening off, the mail steamer reporting northerly winds outside Bombay. Meanwhile the rain has extended as far as Jodhpur, which had good showers on Saturday and yesterday. Western Rajputana and the Western Punjab are still practically rainless, while showers in the North Western Provinces are lighter than they should be, but the Central Provinces continue to get fair rain and the prospects generally have brightened.

The trustees of Lloyds Patriotic Fund have made a preliminary grant of £500 for the Indian native followers disabled in South Africa, and have expressed their willingness to assist any disabled members of Lunaden's Horse.

LATEST STEAMER MOVEMENTS.

The O. S. S. steamer *Machon* left Singapore at noon on the 14th inst. and is due in Hongkong on the 18th inst.

The Imperial German Mail steamer *Beyerna*, which left here on 12th July, arrived at Genoa on Friday, the 10th inst.

The P. M. Steamer *City of Peking*, with mail, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 11th inst.

The steamer *Angara*, from Calcutta, left Singapore for this port on Wednesday morning, 15th inst.

The N. Y. K. steamer *Kasuga Maru* left Kobe via Moji and Nagasaki on the 14th inst., and is expected to arrive here on Tuesday morning, the 21st inst.

EXPORT CARGO.

Per steamer *Annam*, sailed 13th August.
For Marseilles:—57 bales raw silk, 4 bales waste silk, 20 cases silks, 1,679 pkgs. tea, 6 cases copper coins, 94 rolls matting. For Lyons:—349 bales raw silk. For London:—60 bales raw silk.

GOLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable provisions for Gold Storage at East Point at Moderate Rates.

WM. PARLANE,
Manager.
Hongkong, 17th February, 1899.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 15th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected, and Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th August, 1900. [2202]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"HECTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 21st instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st instant.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th August, 1900. [2203]

NOTICES TO CONSIGNEES.

STEAMSHIP "YARRA."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Ville de Cotte*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, the 12th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 20th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 20th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 20th inst., at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.
Hongkong, 12th August, 1900. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.
Hongkong, 11th August, 1900. [10]

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG, AND SINGAPORE.

THE N.G.L. Steamship

"MARBURG."

Captain v. Binzer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected. SIEMSEN & CO., Agents.
Hongkong, 10th August, 1900. [2189]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"FRANZ FERDINAND"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 21st August, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st August will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 14th August, 1900. [8]

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENLAWEES."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 27th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, 13th August, 1900. [2210]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"IXION"

NEW ADVERTISEMENTS

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL DUTIES will be RESUMED on MONDAY, 20th instant. For report, terms, &c., apply to—
THE HEAD MASTER.
Hongkong, 16th August, 1900. [2220]

RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED. THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs. CURRIES A SPECIALITY.

Every Home Comfort. Electric Bells throughout the Hotel. Electric Lights. Electric Fans. Terms Moderate.

SABKIES BROTHERS, Proprietors.

Hongkong, 16th August, 1900. [2219]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 18th August, 1900, at 2.30 P.M., at his Sales Rooms, Queen's Road, HOUSEHOLD FURNITURE, PIANO, &c., Belonging to Mr. J. SUTHERLAND and others, comprising—

DRAWING, DINING AND BEDROOM FURNITURE, OVERMANTLES, PICTURES AND ORNAMENTS, BOOKS, CARPETS AND RUGS, CROCKERY, GLASS AND PLATED WARE. ONE COTTAGE PIANO. One JINRIK-SHA.

TERMS OF SALE:—As Customary. V. I. REMEDIOS, Auctioneer.

Hongkong, 16th August, 1900. [2222]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MOJI.

THE Company's Steamship "TIENSIN."

Captain Armstrong, will be despatched as above TO-MORROW, the 17th inst., at DAYLIGHT. The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1900. [2217]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"FORMOSA."

Captain Hodgins, will be despatched for the above ports TO-MORROW, the 17th inst., at 3 P.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers.

Hongkong, 16th August, 1900. [2221]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship "KASUGA MARU"

(3,800 tons gross, Captain E. W. Haswell), will be despatched for the above port on FRIDAY, the 24th instant, at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 15th August, 1900. [2218]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ. THE Steamship

"GLENESK"

will be despatched for the above port on or about 15th September, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 16th August, 1900. [2223]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES. FROM TRIESTE, Fiume, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship "CHINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—From Venice, ex s.s. *Maximiliano*, transhipped at Trieste.

From Odessa, ex s.s. *Hungaria*. Optional Cargo will be discharged here. No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 22nd August, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd August will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 15th August, 1900. [2183]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO., STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1899. [1763]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR AND ON ACCOUNT OF THE CONCERNED, on

MONDAY,

the 20th August, 1900, at 3 P.M., on the Spot,

THE FOLLOWING

VALUABLE PROPERTY, viz.—Inland Lot No. 910, Yau-mat, divided into 17 Building Sites, 50 feet deep and having a Frontage of 15 feet, bordered on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

And Inland Lot No. 911, Yau-mat, adjacent to the above, also divided into 17 Building Sites, 50 feet deep and having a Frontage of 15 feet, bordered on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

The above will be offered in 34 lots, each of which contains 750 sq. ft., and is suitable for the erection of one Chinese House.

Terms of Sale and full particulars can be had on application to the Undersigned.

HUGHES & HOUGH, Auctioneers.

Hongkong, 11th August, 1900. [2191]

GOVERNMENT NOTIFICATION.

No. 416.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 20th day of AUGUST, 1900, at 3 P.M., are published for general information.

By Command.

F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 11th August, 1900. [2207]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 20th day of August, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Shaukiwan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. | Registry | Locality | Measurements. | | | | Contents in Square Feet. | Annual Rent. | Upset Price. |
|-----|------------------------------|----------|---------------|-----|-----|-----|--------------------------|--------------|--------------|
| | | | N. | S. | E. | W. | | | |
| | | | ft. | ft. | ft. | ft. | | | |
| 1 | Shankwan Inland Loc. No. 400 | Shankwan | 45' | 46' | 50' | 50' | 2,250 | 12 | 450 |

PUBLIC AUCTION.

IMPORTANT LAND SALE.

THE Undersigned have been favoured with instructions to sell by Public Auction, on

TUESDAY,

the 21st August, at 3 P.M., on the Spot. The remaining portion of Kowloon Island Lot No. 549, containing approximately about 16,789 square feet.

The Lot is exceptionally well situated, a few minutes' journey from the Ferry, with a Frontage on the Cameron Road.

For full particulars, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 13th August, 1900. [2198]

HIRANO NATURAL MINERAL WATER.

HIRANO MURA, HYOGO-KEN, JAPAN.

BOTTLED in its Natural Carbonic Acid Gas. Bright, Sparkling and Effervescent. An excellent drink with Wines or Spirits.

Price 55.50 per Case of 48 Bottles. As seen from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medicinal uses are for chronic catarrh of the stomach, intestines, diseases of glands, and chronic endometritis.

TAI WO & CO., 22, Bank Buildings, Agents for Hongkong.

Hongkong, 14th August, 1900. [2211]

FOR SALE.

A FEW OF THE FAMOUS

HUMBER BICYCLES.

LADIES' AND GENTLEMEN'S.

Price \$140

Wm. SCHMIDT & CO., Beaconsfield Arcade.

Hongkong, 16th June, 1900. [2113]

NOW READY.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the

LADYSMITH RELIEF COLUMN,"

Being a Lecture by CAPTAIN PERCY SCOTT, R.N. C.E., and

CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. *Terrible*).

The book is printed on art paper, and illustrated with coloured maps and sketches.

Prices \$1 and \$1.50

SIENTING.

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 23rd September, 1891. [808]

NOTICE OF FIRM

NOTICE

DURING the Absence of Mr. V. P. MUSSO at PERALTA from this Colony, Mr. G. D. MUSSO will Signify for V. P. MUSSO & CO.

Hongkong, 14th August, 1900. [2205]

PUBLIC COMPANIES

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have This Day declared an INTERIM DIVIDEND of 2 1/2 per cent for the Half-year ending 30th June, 1900, on the Paid-up Capital.

Dividend Warrants payable on SATURDAY, the 18th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 18th inst., both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 2nd August, 1900. [2128]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the Chinese Club, Hongkong, on SATURDAY, the 18th day of August, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1900.

By Order of the Court of Directors.

H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th July, 1900. [2080]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 4th August, to the 18th day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors.

H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th July, 1900. [2081]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 20th August, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary.

Hongkong, 28th July, 1900. [2098]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held in the Offices of the General Managers on MONDAY, September 3rd, and not on August 27th as originally advertised, at 4 o'clock P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th August, 1900. [2195]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE is hereby given that the REGISTERS of SHARES in the above Company will be CLOSED from MONDAY, August 20th, to the 3rd September (both days inclusive), and not from August 13th to August 27th as previously advertised, during which period no Transfer of Shares can be registered.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th August, 1900. [2196]

W. B. REWER & CO.

SOME NEW PICTURES.

Our Brothers from over the Sea, "Engraving"

The Handy Man "Platonotype" \$13.00

Absent Minded Buggy "Platonotype" 3.50

NEW BOOKS AND NEW EDITIONS.

A Sportsman in India, by Isabel Savory \$4.50

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Russia on the Pacific and the Siberian Railway, by Vladimir 9.00

Chinese Characteristics, by Smith 3.00

The Real Chinaman, by Holcombe 4.50

Tomlinson's Work-Shop Companion (Medicated) 3.50

Macaulay's Essays 1.50

Westward Ho, by Kingsley 1.35

A Bed for Fortune, by Gay Boothby 35

Lord Edward Fitzgerald, by Bodkin 1.50

Little Anna Mark, by Crockett 1.50

Agatha Webb, by A. K. Green 1.25

A Rank Outsider, by Nat Gould 75

Let us Forget Them 75

23 & 25, Queen's Road, Hongkong. [21]

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CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS, QUEEN'S BUILDINGS.

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H. F. CARMICHAEL, B. J. BARLOW.

Hongkong, 1st June, 1899. [1637]

PORTLAND CEMENT

J. B. WHITE & BROS. SOLE AGENTS FOR CHINA. HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899. [1763]

BANKS.

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.) AUTHORIZED CAPITAL Yen 5,000,000 PAID-UP CAPITAL " 1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.

JUICRI SOVEDA, Esq., President. Head Office Manager: HIROMI KAWASAKI, Esq.

BRANCHES AND AGENCIES. Tokyo, Osaka, Kyoto, Yokohama, Kobe, Nagasaki, Hakodate, Moji, Tainan, London, New York, S. Francisco, Hongkong, Amoy, Shanghai, Tientsin, Newchwang, Chemulpo, Fusan.

HEAD OFFICE—INTEREST ALLOWED. On Current Account, 4 1/2% per annum. On Fixed Deposits, 6% per annum. For 3 months, 6% per annum. For 6 months, 6 1/2% per annum. For 12 months, 7% per annum.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on the chief commercial places both in Japan and abroad.

Further particulars may be obtained on application.

HIROMI KAWASAKI, Manager.

Taipei, 1st August, 1900. [2290]

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL over £210,000. RESERVE LIABILITY OF SHAREHOLDERS fully £425,000. £635,000.

HEAD OFFICE: 36, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore.

AGENCIES: Yokohama, Kobe, Fusan, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS: The Bank of England and the Capital and Counties Bank, Limited.

General Manager—F. C. BISHOP.

INTEREST ALLOWED. On Current Accounts, 2 per cent. On Fixed Deposits, 4 months, 4% per annum. 6 months, 4 1/2% per annum. 12 months, 5% per annum.

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.

Hongkong, 1st May, 1901. [2]

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000. SUBSCRIBED " £1,125,000. PAID-UP " £ 562,500. RESERVE FUND " £ 30,000.

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2% per annum on the Daily balance.

ON FIXED DEPOSITS—For 12 months, 4 1/2% per annum. For 6 months, 4% per annum. For 3 months, 3 1/2% per annum.

J. THURBURN, Manager, Hongkong.

Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000. RESERVE FUND " \$1,500,000. RESERVE LIABILITY OF PROPRIETORS \$10,000,000

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zealand Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

GEO. P. LAMBERT,
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
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STAG HOTEL,
148 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day—
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"DAILY PRESS" OFFICE,
The only office in China having European
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Dispensing Chemists, Wines, Spirits and
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Chemists and Druggists, High-class Aera-
tized Waters, Dealers in Photographic
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Fine Art, Japanese and Chinese Curios,
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Shanghai, Kobe, Yokohama.

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Queen's Road Central.

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WONG HONG,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

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Milliners, Silk Mercers, Haberdashers.
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SPEERY FLOUR COMPANY,
Merchant Millers, San Francisco.
Eastern Branch, Polder Street,
WILLIAM WHILEY, Manager.

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Every Household Requisite. Depot for
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Cabinet-maker, Furniture Dealer, Art De-
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Subsistence Limited, 8 and 10, D'Aguiar Street,
Provision and General Merchants.

H. TIE,
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream; 16, D'Aguiar
Street.

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Jewellers, Gold and Silversmiths, Watch-
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Furniture, Opposite Post Office, 38,
Queen's Road Central.

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Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
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WAH LOONG,
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Brackets, Human Hair Fea-
thers; 88, Queen's Road Central.

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EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 82a, Queen's
Road Central. Fittings of every de-
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lowest rates.

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BUSINESS DIRECTORY.

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MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST,
Bromide and Crayon Enlargements. Work
done for Amateurs; 3a, Queen's Road, Cl.

YEE CHUN,
Marine and Portrait Painter, 60, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai
Amateur's Requirements a Specialty.

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"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

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Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours; 18, Praya Central.

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DHUNAMAL CHELLARAM,
Dealer in Indian, Chinese, and Japanese
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Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars; 12, D'Aguiar Street.

SINCERE & CO.,
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail; 122, Queen's
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Trench Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

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Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipchangers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 68, Praya Central.

MORE & SEIMUND,
Shipchangers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.,
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Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 35, Queen's Road, Central.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiers, and Drapers. Chinese Silk of
all kinds, 50, 52, Queen's Rd. Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

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D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
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KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Leysue Street East. AGENTS FOR
W. KENNEDY & Co., 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Anloague, Manila.

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, Lee Yuen Street, East.
Hongkong, 17th May, 1900. [2074]

怡生號
YEE SANG & CO.,
COAL MERCHANTS
have always on hand
LARGE STOCKS EVERY DESCRIPTION
OF COAL.
Address—Care of Messrs. Kwong Sang & Co.
No. 68, PRAYA. [22]

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents
Hongkong, 17th May, 1895. [1521]

THE DEVELOPMENT OF THE
NAVAL ARCHITECT.

THE EARLY DAYS.

"A Staff Engineer, R.N.," writes in the *Naval
and Military Record*—

From the days when Peter the Great hob-
nobbed with the shipwrights in Deptford Dock-
yard down to the end of last century, small
progress was made with the shipbuilder's art.
Referring to the shipwrights of that day, the
Committee of Naval Revision reported to the
Navy Board in 1896 as follows:—"In the course
of their apprenticeship no opportunity is given
them of acquiring even the common education
usually given to men of their rank in life, and
they rise to the complete direction of construction
of ships, on which the safety of the Empire
depends, without any care on the part of the
public, that they should have any instruction in
mechanics, or in the science or theory of marine
architecture." By an Order in Council, dated
1899, the first school of naval architecture was
established in Portsmouth Dockyard, and in
1916 the school was incorporated with the Royal
Naval College, Portsmouth. The number of
students was limited to 24. The regulations
stated that on completion of their training, the
students would be eligible for all situations in
the shipbuilding department of H.M. service.

As time went on the authorities found that
they had raised a veritable host about their
ears. A feud sprang up between the school-
men, who, having completed their training,
were relegated as supernumeraries to the Dock-
yards and the master shipwrights and their
satellites. Unfortunately for the schoolmen their
promotion depended on the reports of the
masters to the Navy Board. They reported that
they were well educated youths and full of quaint
theories, but that they were not shipwrights and
were not worthy of promotion as the men,
who like themselves (the masters) had gone
through the more laborious apprenticeship of
the yards. It was in consequence of these
reports that the young men were left to nurse
their grievances in subordinate positions in the
yards.

A NEW ERA IN SHIPBUILDING.
"Things were in this state when that arch-
reformer, Sir James Graham, came to the Ad-
miralty about 1830. His first reform was to
abolish the school and all its works; his next
was to look about for a successor to Sir Robert
Seppings, who, by this time, had risen to sur-
veyor of the Navy. Sir James's choice finally
fell upon Captain Symonds, a naval officer, who
according to Capt. Murray's statement in the
Metropolitan Magazine built the most beautiful
ships on "Heavenly intuitive" principles. When
Captain Symonds went to the Admiralty he
issued a pamphlet describing the system upon
which he intended to construct his Majesty's
ships for the future. He appears by this
statement to have adopted the dogma of
that shrewd observer, Mr. Samuel Poynter, viz.,
that breadth only can make a ship stiff. The
young men replied with a counterblast en-
titled, "An apology for English shipbuilders,"
in which the rotten state of naval architecture
in this country was directly traced to want of
fostering care and ignorance of the Government.
During the controversy one of the schoolmen
humorously compared the new surveyor with
Mr. Commissioner Taylor, who, when he was
building the *London* in 1666 said to the King
he found God had put him in the right, and
when he was in he would keep in, to which the
merry monarch replied he was sure that God
put him in, for he said of his (the Commis-
sioner's) would have done it.

The Surveyor was at the height of his power
in 1848 when Earl Minto, First Lord of the
Admiralty, stated that "The School of Naval
Architecture" had not been a success." From
that school had come a number of ingenious
young men, but whatever scientific acquirements
they possessed, they were found to be less
fitted for the higher offices of the yard than
the men who had gone through the ordinary
apprenticeship. Continuing, Lord Minto stated,
"The best ships that had ever been in an
English Dockyard were the work of two totally
uninstructed naval officers, Capt. Hayes and
Symonds."

Although the young men of the School were
without honour in Government circles, they
were gradually becoming a power in the land.
Many of them had left the public service and
were engaged with Mr. Scott Russell and other
private builders in laying the foundation of ocean
steam navigation. As each man considered
he had been robbed of his birthright by Captain
Symonds, all watched narrowly for any defects
in the latter's ships, and in their papers on
"Naval Architecture," distributed throughout
the country, they loudly protested that if the
Symonds were good they were only relatively so;
and as they had never been allowed to build
a man-of-war on scientific principles, there were
no correct standards wherewith to compare them.
The first scientific treatment of shipbuilding in
the *Encyclopædia Britannica* appeared in the 7th
edition, 1840. It came from the pen of Mr.
Augustin Crenze, a member of the School, then
a subordinate in one of the Dockyards, but a few
years later the head of the shipbuilding depart-
ment of Lloyd's.

With the advent of the steamboat came the
gradual decline of the Surveyor's power. In at-
tempting to adapt his frigate lines to steamers
he failed utterly. His first two steamers, the
Cyclops and *Gorgon*, failed to carry their guns,
and in other respects compared unfavorably
with private steamers. In 1843 the Surveyor
built the first Royal yacht, *Victoria* and *Albert*.
When finished she swam so much by the head
that 120 tons of lead ballast had to be put
in her after a trial run; for the same reason
her original boilers had to be removed and
lighter ones substituted, whilst she steered so
badly that large alterations had to be made
in her stern and rudder. This vessel was
replaced about 1856 by the present graceful
yacht to which her Majesty has become so much
attached. The Surveyor received his final
knock-out blow from the hand of Mr. Thomas
Lloyd. This gentleman had been a member of
the School, but seeing no prospect of succeeding
as a naval architect he took up engineering,
and at the time we are writing of, he was chief
Government engineer. He was an ardent ad-
vocate for the screw propeller when the Surveyor
would have none of it. About 1845 Mr.
Lloyd succeeded in getting the Board to adapt
some old liners for the screw. In making the
necessary alterations in the stern it was the
Surveyor's practice to leave a flat space of con-
siderable breadth athwart-ships immediately in
front of the screw. In consequence of this, as
the ship moved through the water a following
wake was set up which prevented the water closing
in under the stern and getting to the propeller,
the result being a great diminution of
speed. Mr. Lloyd protested against this form of
stem, and by a series of practical experiments
proved that with a well-formed ship the speed
could be more than doubled without increasing
the engine power. All the ship's fittings for
the screw were at once ordered to be lengthened
by sharpening the run aft. The alteration cost
a large sum, but nothing to what it would have
cost had the mistake been allowed to go on.

THE OFFICE OF CHIEF CONSTRUCTOR.
In 1846 a Committee of Reference was formed,
consisting of some three or four members of
the School, under the presidency of Admiral

Lord John Hay. The surveyor was ordered to
submit all his designs to the scrutiny of the
committee before receiving the Board's ap-
proval. As might have been expected, the com-
mittee made things a bit lively at Somerset
House, and it was soon discovered that either
the committee or the surveyor would have to go.
It was finally decided to sacrifice the Apostle of
"Empiricism" on the altar of Science. By an
Admiralty minute, dated May, 1848, the office
of surveyor was reconstituted. He was not to
be a shipbuilder, but was to be chosen for his
qualifications as a man, and was to keep his mind
unbiased, upon the plans of others. He was to
have charge of the Dockyards and the material
of the navy; in short, to hold the position
now held by the Controller of the Navy. At
the same time Mr. Isaac Watts, a member
of the school, was appointed assistant surveyor,
responsible to Capt. Baldwin-Walker, the new
surveyor, for the ship designs. A few years
later Mr. Isaac Watts was appointed first Chief
Constructor of the Navy.

In 1846 the School of Naval Architecture
was reconstituted under the name of the Central
School of Mathematics, Portsmouth Dockyard.
To this School came the best pupils of the year,
in the fourth year of their apprenticeship, for a
higher course of technical instruction. The
number of pupils was limited to 24. Dr. Wollery
was appointed principal of the School. The es-
tablishment had got into good working order,
and the students were making satisfactory pro-
gress, when the wolf again entered the fold.
On the return of Sir James Graham to the Ad-
miralty in 1852 he closed the School, and saved
the country £800 per annum. Fortunately the
seed sown had fallen on good ground, and a
large percentage of the young men educated in
this School eventually rose to the top of the tree,
both in the Royal and private yards. Among
others may be mentioned these two veteran con-
structors, Sir Edward Reed and Sir Nathaniel
Barnaby, the builders of the ironclad navy from
1863 to 1896.

IRON VERSUS WOOD.

For some years prior to the Crimea war iron
had been tabooed at the Admiralty as a material
for warships. This arose from an experiment
on rather a large scale, to which "my lords"
had committed themselves early in the forties.
On account of the good reports of the behaviour
of the *Nemesis* in the first China war, some
thirty iron steamers had been ordered to be
built by private contract. These vessels were
well on towards completion when the Govern-
ment was changed, and a new set of lords came
to the Admiralty. Now these latter were essen-
tially "wooden lords," and after a trial at some
points on shore they came to the conclusion
that iron was a totally unfit material for a
ship of war. Most of these ships were
sold out of the service at the price of old iron,
the remainder being converted into troops or
store ships. The "iron lords" were held up
to public execration for wasting the national
money, but the "wooden" ones patented each
other on the back and congratulated themselves
that their timely arrival at the Admiralty had
prevented the further mactination of the iron
lords.

During the Crimea war the iron question
again cropped up. A few floating batteries
were built and plated with four-inch plates on a
system submitted by Mr. Thomas Lloyd. These
vessels were, however, not destined to be of any
service, and it was not thought in naval circles
that they would have any effect on the wooden
walls of old England. It was not until after the
war, when it was found that our late allies
were dabbling in iron-plated ships, that the *Warrior*
was laid down. It was stated recently that
Mr. Oliver Lang was the builder of the *Warrior*;
as a matter of fact this ship was built by
private contract under conditions which may
best be stated in Mr. Scott Russell's own words
in "his modern system of shipbuilding, 1865."
The design of the *Warrior* was a joint one be-
tween Mr. Isaac Watts and myself. It was
carried through under great difficulties, there
being very few sailors, particularly among those
of high rank, who would admit that an ironclad
of that size could be made seaworthy, let alone
attain a speed far in excess of any man-of-war
then afloat.

TURRET SHIPS.

It was about the year 1860 that a daring,
energetic, but ill-fated naval officer was be-
coming known to the public. Ever since the
Crimea war Capt. Cowper Coles had been
urging the Government to adopt a system of
shot-proof rafts, which eventually developed
into the turret-ship. During the war Capt.
Coles had actually fitted up a raft with an im-
proved turret. Although his plans were
well reported on, the gallant captain did not
make much headway with the Government, who,
having got the *Warrior* afloat, were doubtless
inclined to rest on their laurels. In the mean-
time Mr. John Ericsson had launched his
celebrated turret-ship *Monitor*, and on March
6th, 1862, about 125 days after being laid down,
she began her eventful voyage from New York
to Hampton Roads, arriving in time to arrest
the confident ship *Merrimack*, in her easy
task of smashing the wooden ships of the
Federal Government. The duel which took
place between the two ironclads, and the final
triumph of the turret-ship had a marked effect
on Capt. Coles's plans, and the British public at
once began to clamour for turret-ships. With
feverish haste the *Royal Sovereign*, a wooden
liner, still on the stocks, was cut down and fitted
with turrets. A number of other liners were
also cut down and hung round with iron plates.

SOME MODERN IMPROVEMENTS.

It was at this period that Mr. E. J. Reed was
appointed Chief Constructor of the Navy. As
we have seen, Mr. Reed was trained at the second
School of Naval Architecture. His last public
appointment had been as a subordinate in Sher-
new yard, but it was not by this means that the
originator of the modern system of ironclad
construction meant to carve his way to fortune.
Turning his back on the Shipway yard, he pro-
ceeded to the metropolis, where he soon made
his mark as a writer on naval science, and eventually
became editor of the *Mechanics' Magazine*.
As one of the principal founders and first
secretary of the Institute of Naval Architects,
established in 1860, Mr. Reed did good work in
directing the shipbuilding policy of the Govern-
ment at a time when they were beset by nume-
rous projectors, each endeavouring to prove that
"Codin" was the friend, not the foe.

We must now leave to posterity the establishment
of the third School of Naval Architecture in
1883. It was due to the efforts of a number of
gentlemen, principally members of the Institute
of Naval Architects, that the School, under the

auspices of the Commissioners of the Science
and Art Department at South Kensington,
was set on foot. It was determined that it
should be independent of the Admiralty, but in
consideration of an annual grant from the latter,
the Commissioners undertook to train the
apprentices in the Royal yards in the science
and theory of marine architecture. A splendid
collection of models was unearthed from the
lumber-rooms at Somerset House, and set up at
South Kensington for the instruction of studen-
ts, and the debatement of the public. This
School is associated with the names of the pre-
sent Director of Naval Construction, Sir Wil-
liam H. White; Dr. Elmer, designer of the
Campanian and *Lucania*; Mr. Watts, of Elswick;
and many others who have been at the head of
the shipbuilding centres throughout the country
—self-made men, whose careers form a unique
example for the rising generation of naval
architects.

THE ILL-FATED CAPTAIN.

Sir Edward Reed was never in agreement
with Captain Coles's method of fitting out
turret-ships. The former was for central bat-
tery ships, of which we have still some fine
examples in the service. In 1866 Captain
Coles, however, prevailed on the Admiralty to
build a sea-going mastless turret-ship. Whilst
the designs were still in progress, the construc-
tor took exception to the plans, the main issue
being with respect to the foremast, which the
latter insisted should be low. The constructor
remained inflexible and refusing to have any-
thing to do with Captain Coles's plans, retired
from the scene. A few mornings later my lords
were surprised to find that the gallant captain
had, in a long letter to the *Times*, taken the
public into his confidence. This proceeding,
which was in direct disobedience of the Naval
Discipline Act, so annoyed their lordships that
they at once unshipped him from the post as a
sort of consulting expert on turret fittings.
A short time afterwards, a suitable apology
being forthcoming, he was restored to favour,
and to show there was no ill-feeling, their lord-
ships gave him a carte blanche to construct a
turret-ship after his own heart. In an evil
moment he accepted the responsibility and took
his plans to Laird's at Birkenhead. It was in
this way that the Captain was laid down. At
the same time the constructor pushed forward
with the *Monarch* from his own plans.

While these two vessels were still building,
the constructor got out plans for a mastless
sea-going turret ship, and in 1869 the famous
Devastation class, the precursors of the modern
battleship, was laid down. In the summer of
1870, the *Monarch* and *Captain* were sent to
cruise in the Channel. A song of praise was
at once set up by the Press at the behaviour of
the *Captain*, her extreme steadiness as a run
platform being specially commended. What
the papers and many naval men did not know
was that her steadiness was directly owing to
the smallness of her stability and the want of
buoyancy, due to the low foremast.

It was at this period that the constructor,
seeing his plans set at naught, shook the dust
of Whitehall from his feet and retired. It was
confidently asserted in naval circles that the
vacant constructorship was to be given to Cap-
tain Coles, but whether this was intended never
became definitely known. A few weeks later
the luckless projector of the *Captain* perished
in his ship off Cape Finisterre with nearly 800
officers and men—the pick of the British Navy.
Amongst others who perished in this ill-fated
ship was a son of Mr. Childers, then First Lord
of the Admiralty.

RECENT CONSTRUCTORS.

Mr. (afterwards Sir Nathaniel) Barnaby,
eventually succeeded Mr. Reed as chief con-
structor. Sir N. Barnaby's abilities as a con-
structor are well known, though it never seemed
to the writer that he got much of a chance. For
some years after the disaster to the *Captain*, a
general sense of lassitude came over the shipping
departments. Committees on design were found,
a good deal of talking had to be done, and a
large number of opinions were brought to bear
on the subject. There is no doubt that to the
end of his career Sir N. Barnaby's usefulness
was impaired by the reluctance of the Admiralty
to part with their beloved masts and yards.

The splendid work done by Sir William White
under recent enlightened administrations is too
well known to need recapitulating.

In conclusion, a few words may be said
about recent changes in the system of
training Government naval architects. In
1873, when the Admiralty acquired Green-
wich Hospital and turned it into a college
for the higher training of naval officers, the
Admiralty branch of the Kensington School
was transferred to Greenwich. Since about 1896
students in construction have been drawn from
the Royal Naval Engineer students at Keyham
College for the service afloat. For the first two
years the students are trained as engineers under
the eye, during working hours, of the Chief
Engineer of the Dayward. At the end of that
period a competitive examination is held, after
which, should the successful man elect to go in
for construction, he is transferred to the care of
the chief constructor, under whose supervision
he goes through a three years' course of practical
shipbuilding. The practical training over,
the student is then sent for a higher course of
instruction to Greenwich, with short visits
to the Dockyards between. The College ses-
sions, extending over a period of three years.
If successful in his examinations the student
is then entered on the roll of the Corps
of Naval Constructors as an assistant construc-
tor, and is sent to one of the Dockyards as
superintendent. A special feature of the above
training is, that during the term at Greenwich
the embryo constructor is brought in close con-
tact with naval officers of the executive and en-
gineering branches, studying at the College.
The interchange of ideas between the future
constructors of her Majesty's ships and the men
who handle them, cannot fail to eventually add
to the efficiency of the naval service.

SPLENDID NEW NOVEL

BY A

BRILLIANT AUTHOR.

NOW appearing weekly, in the *Hongkong
Daily Press*, a new story from the pen
of Mr.

WILLIAM LE QUEUX,

Author of "Purple and Fine Linen," "Scribes
and Pharisees," "Whoso Findeth a Wife,"
"The Day of Temptation," "If Sinners
Entice Thee," "Of Royal Blood,"
"England's Peril," &c., &c.

IT IS ENTITLED

IN WHITE RAIMENT.

Mr. William Le Queux is now recognised on
all hands as one of

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG & RIG | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|------------------------------------------------|-----------------------|------------|-------|------------------------|-------------------------|----------------------------|
| LONDON & C. VIA PORTS OF CALL | MALTA | Brit. str. | — | F. J. Cole | P. & O. S. N. Co. | On 18th inst. at Noon. |
| LONDON VIA SUEZ CANAL | RHIFRUS | Brit. str. | — | Day | BUTTERFIELD & SWIRE | On 21st inst. |
| LONDON VIA SUEZ CANAL | PROMETHEUS | Brit. str. | — | G. W. Gordon, R.N.R. | P. & O. S. N. Co. | On 4th Sept. |
| LONDON | JAVA | Brit. str. | — | Barwise | BUTTERFIELD & SWIRE | On or about 6th Sept. |
| LONDON VIA SUEZ CANAL | GLAUCUS | Brit. str. | — | Robinson | BUTTERFIELD & SWIRE | On 18th Sept. |
| LIVERPOOL DIRECT | IXION | Brit. str. | — | E. Prehn | MELCHERS & CO. | On 18th Sept. |
| BREMEN VIA PORTS OF CALL | WEIMAR | Ger. str. | — | Durando | MESSAGERIES MARITIMES | On 21st inst. at Noon. |
| MARSEILLES & C. VIA PORTS OF CALL | ERNEST SIMONS | Fr. str. | — | G. W. Babet | P. & O. S. N. Co. | On 21st inst. at 1 p.m. |
| MARSEILLES & LONDON | BANCA | Brit. str. | — | Davies | NIPPON YUSEN KAISHA | On or about 18th inst. |
| MARSEILLES & LONDON VIA MANILA | TEENKAI | Brit. str. | — | J. MacKenzie | NIPPON YUSEN KAISHA | On 23rd inst. |
| MARSEILLES, LONDON & ANTWERP, V. S. POKE, & C. | KANAGAWA MARU | Jap. str. | — | Binzer | CARLOWITZ & CO. | On 24th inst. at Daylight. |
| HAVRE & HAMBURG | MARBURG | Ger. str. | — | Braun | CARLOWITZ & CO. | On or about 12th Sept. |
| HAVRE & HAMBURG | SAXONIA | Ger. str. | — | Jager | CARLOWITZ & CO. | On or about 20th Sept. |
| HAVRE & HAMBURG | SERBIA | Ger. str. | — | Sachs | CARLOWITZ & CO. | On or about 12th Oct. |
| TRIESTE & C. VIA PORTS OF CALL | FRANZ FERDINAND | Aus. str. | — | G. Costanzo | SANDER, WIELER & CO. | On or about 16th inst. |
| NEW YORK VIA SUEZ CANAL | RICHMOND CASTLE | Brit. str. | — | W. E. Craven | DODWELL & CO., LIMITED | On or about 25th inst. |
| NEW YORK VIA SUEZ CANAL | INDRAVELLI | Brit. str. | — | Truebridge | JARDINE, MATHESON & CO. | On or about 24th inst. |
| NEW YORK VIA SUEZ CANAL | OLYMPIA | Brit. str. | — | J. W. Ekstrand | SHEWAN, TOMES & CO. | On or about 15th Sept. |
| VICTORIA, B.C. & C. VIA SHANGHAI, & C. | RIOFUN MARU | Jap. str. | — | O. P. Marshall, R.N.R. | DODWELL & CO., LIMITED | On 1st Sept. |
| VICTORIA, B.C. & C. VIA SHANGHAI, & C. | EMPEROR OF INDIA | Brit. str. | — | W. Watt | NIPPON YUSEN KAISHA | On 27th inst. at 4 p.m. |
| VANCOUVER, VIA SHANGHAI, & C. | BRAEMAR | Brit. str. | — | Moore | CANADIAN PACIFIC R. CO. | On 28th inst. |
| PORTLAND, OREGON, & C. | NIPPON MARU | Jap. str. | — | Moore | DODWELL & CO., LIMITED | On 25th inst. |
| SAN FRANCISCO VIA SHANGHAI, & C. | CITY OF R. DE JANEIRO | Amr. str. | — | Moore | PACIFIC MAIL S. S. CO. | To-day, at Noon. |
| SAN FRANCISCO VIA MOJIL, & C. | COPTIC | Brit. str. | — | Moore | O. & S. S. Co. | On 25th inst. at Noon. |
| SAN FRANCISCO VIA SHANGHAI, & C. | BELOIAN KING | Brit. str. | — | Moore | BUTTERFIELD & SWIRE | On or about 15th Sept. |
| AUSTRALIAN PORTS. | CHANGSHA | Brit. str. | — | Anderson | BUTTERFIELD & SWIRE | To-day, at 4 p.m. |
| AUSTRALIAN PORTS. | TSINAN | Brit. str. | — | E. Wilson Haswell | NIPPON YUSEN KAISHA | On 26th inst. at Noon. |
| GERMAN COLONIAL & AUSTRALIAN PORTS | KASUGA MARU | Jap. str. | — | Krebs | NIPPON YUSEN KAISHA | On 24th inst. at 4 p.m. |
| YOKOHAMA & KOBÉ | MONROE | Ger. str. | — | Nelson | MELCHERS & CO. | On 5th Sept. at Noon. |
| YOKOHAMA, VIA NAGASAKI & KOBÉ | TAIWAN | Brit. str. | — | C. C. Talbot, R.N.R. | BUTTERFIELD & SWIRE | On 18th inst. |
| NAGASAKI, KOBÉ & YOKOHAMA | ROSETTA | Brit. str. | — | J. Thom | P. & O. S. N. Co. | On 18th inst. |
| MOJIL | FUTAMI MARU | Jap. str. | — | Armistead | NIPPON YUSEN KAISHA | On 25th inst. at Noon. |
| KIAOCHAU, KOBÉ & YOKOHAMA | TIENSTEIN | Brit. str. | — | R. Mayer | BUTTERFIELD & SWIRE | To-morrow, at Daylight. |
| SHANGHAI | CHINA | Aus. str. | — | A. Symons | SANDER, WIELER & CO. | To-day, at Noon. |
| SHANGHAI & JAPAN | PABAMATTA | Brit. str. | — | E. G. Andrews | P. & O. S. N. Co. | On or about 17th inst. |
| SWATOW, AMOY & FOCHOW | MALACCA | Brit. str. | — | Hodgins | DOUGLAS LAFRAIK & CO. | On or about 24th inst. |
| SWATOW, AMOY & TAMSUI | HAICHING | Brit. str. | — | T. Ogata | DOUGLAS LAFRAIK & CO. | To-day, at 11 a.m. |
| SWATOW, AMOY & TAMSUI | FORMOSA | Brit. str. | — | S. Atsumi | MIYOSU BUNSAI KAISHA | To-morrow, at 3 p.m. |
| SWATOW, AMOY & TAIWANFOO | MAIDZURU MARU | Jap. str. | — | Moore | MIYOSU BUNSAI KAISHA | On 19th inst. at Daylight. |
| MANILA | ANPING MARU | Jap. str. | — | Moore | BUTTERFIELD & SWIRE | To-day, at 4 p.m. |
| MANILA | CHANGSHA | Brit. str. | — | Anderson | BUTTERFIELD & SWIRE | To-morrow, at 4 p.m. |
| MANILA | SUNGKIANG | Brit. str. | — | Weigall | JARDINE, MATHESON & CO. | On 20th inst. at Noon. |
| MANILA | TSINAN | Brit. str. | — | E. W. Haswell | NIPPON YUSEN KAISHA | On 21st inst. at 5 p.m. |
| MANILA | LOONGSANG | Brit. str. | — | Tadd | JARDINE, MATHESON & CO. | On 24th inst. at 4 p.m. |
| SINGAPORE, PENANG & CALCUTTA | KASUGA MARU | Jap. str. | — | | | To-morrow, at Noon. |
| | SUISANG | Brit. str. | — | | | |

SHIPPING.

ARRIVALS.
 Aug. 14, A. NAPA, British str., 2,251, Geo. Williamson, Woonung 10th August, Coal.
 —DODWELL & CO., LD.
 Aug. 14, CHANGSHA, British str., 1,495, Moore, Fochow 13th August, General.—BUTTERFIELD & SWIRE.
 Aug. 15, LYEMOON, German str., 1,238, G. Heuermann, Shanghai 12th August General.—STREMSER & CO.
 Aug. 15, ANPING, British str., 1,168, Barlow, Canton 14th August, General.—CHINESE.
 Aug. 15, BRAND NORA, Norwegian str., 1,060, Thronsen, Manila 11th August, General.—DODWELL & CO., LD.
 Aug. 15, ROSETTA, British str., 2,039, C. C. Talbot, R.N.R., Yokohama 8th August, General.—P. & O. S. N. Co.
 Aug. 15, RIOFUN MARU, Jap. str., 3,615, Ekstrand, Seattle 15th July, General.—NIPPON YUSEN KAISHA.
 Aug. 15, CACHAR, French transport, 2,032, Gouget, Haiphong 12th August.
 Aug. 15, FRIANT, French cruiser, 3,739, Adam, Haiphong 13th August.
 Aug. 15, SARANAC, American bark, 858, J. R. Bartby, from New York, Kerosene.—STANDARD OIL CO.
 Aug. 15, MAIDZURU MARU, Jap. str., 667, Ogata, Tamsui, Amoy and Swatow 14th August, General.—M. B. KASUGA.
 Aug. 15, FORMOSA, British str., 774, A. E. Hodgins, Tamsui, Amoy and Swatow 14th August, General.—DOUGLAS LAFRAIK & CO.
 Aug. 15, ITAURA, British transport, 5,000, H. G. Crett, Taku 6th August.
 Aug. 15, WONGKOK, German str., 1,113, B. B. B. Pigott, Bangkok 1st Aug., Rice, Teakwood and Cotton.—BUTTERFIELD & SWIRE.
 Aug. 15, NUBANI, British transport, 2,870, J. E. Sandilands, Calcutta 2nd August.

CLEARANCES.

At the Harbour Master's Office.
 15th August.
 Izion, British str., for Shanghai.
 Hector, British str., for Shanghai.
 Haiching, British str., for Swatow.
 Benedictus, British str., for Shanghai.
 China, Austrian str., for Mojil.

DEPARTURES.

Aug. 15, MENRUI, British str., for Manila.
 Aug. 15, ASHIHOS, British str., for Keaochan.
 Aug. 15, MARBURG, German str., for Shanghai.
 Aug. 15, KIRKDALE, British str., for Whaiwei.
 Aug. 15, HAILAN, French str., for Hoihow.
 Aug. 15, HANOI, French str., for Hoihow.
 Aug. 15, TARTAR, British str., for Vancouver.
 Aug. 15, LYEMOON, German str., for Canton.
 Aug. 15, BRECONSHIRE, Brit. str., for Tacoma.
 Aug. 15, ESMERALDA, British str., for Iloilo.
 Aug. 15, HOLSATIA, German str., for Saigon.

VESSELS IN DOCK.

At the Harbour Master's Office.
 Kowloon Dock.—U.S.S. Monterey, Argus.
 U.S.S. Iris, Teinan, H.M.S. Otter, Pennsylvania, Hongkong, Taiyuan.
 COSMOPOLITAN Dock.—Nanshan, Standfield.

SHIPPING REPORTS.

The British steamer *Anapa*, from Woonung 10th August, had light variable winds, fine and clear weather. Barometer steady between 29.70 and 29.80.
 The German steamer *Wongkok*, from Bangkok 1st August, had at beginning of voyage fine weather, light S.W. monsoon, and smooth sea; later strong N.E. with rough sea.
 The British steamer *Formosa*, from Tamsui, Amoy and Swatow 14th, had fresh N.E. wind, moderate sea and fine clear weather to Amoy. From Amoy to Swatow fresh northerly winds, E.S.E. swell and dull, overcast weather. From Swatow to port strong easterly winds, high E.S.E. swell and fine, cloudy weather. Vessels in Amoy—H.L.M.S.S. *Tamsui* and *Tenkuei*. In Swatow—H.M.S. *Monarch* and str. *Tung-chow*, *Tai-chong* and *Tai-sang*.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
 J. P. HROKOCER, Amr. ship, Gates.—Siemens & Co.
 NORWOOD, British ship, Theo. Roy.—Order.
 PENNSYLVANIA, Amr. transport, J. A. Brown.—By Order of the Captain.
 PETER RICHMOND, German ship, Scholer.—Arnhold, Karberg & Co.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
 "HAICHING."
 Captain Hall, will be despatched for the above ports TO-DAY, the 16th inst., at 11 a.m.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 15th August, 1900. [2214]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM TO KIAOCHAU, KOBÉ AND YOKOHAMA.

THE Company's Steamship
 "CHINA."
 Captain R. Mayer, will leave for the above places TO-DAY, the 16th inst. at Noon.
 For Freight or Passage, apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 15th August, 1900. [2183]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR MANILA.

THE Company's Steamship
 "CHANGSHA."
 Captain Moore, will be despatched as above TO-DAY, the 16th August, at 4 p.m.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 16th August, 1900. [2078]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR COOKTOWN, BRISBANE, SYDNEY, AND MELBOURNE.

THE Company's Steamship
 "CHANGSHA."
 Captain Moore, will be despatched as above TO-DAY, the 16th August, at 4 p.m.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
 A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
 N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 16th August, 1900. [2048]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
 "SUISANG."
 Captain Tadd, will be despatched as above TO-MORROW, the 17th inst., at Noon.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 15th August, 1900. [2201]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR MANILA.

THE Company's Steamship
 "SUNGKIANG."
 Captain Moore, will be despatched TO-MORROW, the 17th inst., at 4 p.m.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 9th August, 1900. [2176]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL ON | REMARKS |
|-----------------------------------|----------------------|---------------------|-------------------------------------------------------|
| SHANGHAI | PARRAMATTA | About 17th August | Freight or Passage. |
| | A. Symons | | |
| LONDON & C. | MALTA | Noon, 18th August | See Special Advertisement. |
| | F. J. Cole, R.N.R. | | |
| YOKOHAMA VIA NA- GASAKI & KOBÉ | ROSETTA | 4 p.m., 18th August | (Passing through the Inland Sea). Freight or Passage. |
| | C. C. Talbot, R.N.R. | | |
| MARSEILLES AND LONDON | BANCA | About 18th August | Freight. |
| | G. W. Babet | | |
| SHANGHAI and JAPAN | MALACCA | About 24th August | Freight or Passage. |
| | E. G. Andrews | | |
| LONDON | JATA | About 6th September | Freight or Passage. |
| | G. W. Gordon, R.N.R. | | |

For Further Particulars, apply to
 A. M. MARSHALL, Acting Superintendent.
 Hongkong, 2nd August, 1900. [1]

HAMBURG-AMERIKA LINIE. (FREIGHT SERVICE).
 NORDDEUTSCHER LLOYD. (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| STEAMERS | DESTINATIONS | SAILING DATES |
|-----------------|----------------------------------------|----------------------|
| MARBURG | HAVRE & HAMBURG | About 12th Sept. |
| Capt. v. Binzer | (London with transshipment in Hamburg) | Freight. |
| * SIBIRIA | HAVRE & HAMBURG | About 20th Sept. |
| Capt. Braun | (London with transshipment in Hamburg) | Freight and Passage. |
| SAXONIA | HAVRE & HAMBURG | About 30th Sept. |
| Capt. Jager | (London with transshipment in Hamburg) | Freight. |
| SERBIA | HAVRE & HAMBURG | About 12th October. |
| Capt. Sachs | (London with transshipment in Hamburg) | Freight. |

* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO.,
 AGENTS.
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 26th July, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
 "EMPEROR OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY 20th Aug. 1900.
 "EMPEROR OF JAPAN." Comdr. G. E. A. Lee, R.N.R. WEDNESDAY 23rd Sept. 1900.
 "EMPEROR OF CHINA." Comdr. B. Archibald, R.N.R. WEDNESDAY 24th Oct. 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
 Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder Street.
 Hongkong, 9th August, 1900. [9]

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON. IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

| Steamer | Tons | Captain | Proposed Sailing | Steamer | Tons | Captain | Proposed Sailing |
|--------------|-------|---------------|------------------|----------|-------|---------------|------------------|
| OLYMPIA | 2,837 | S. Truebridge | Sept. 1 | BRAEMAR | 3,601 | W. Watt | Aug. 25 |
| DUKE OF FIFE | 3,821 | J. S. Cox | Sept. 11 | ARGYLL | 2,907 | W. S. Thomson | Sept. 20 |
| GLENGLOE | 3,750 | W. Frakes | Sept. 22 | MONSHIRE | 2,872 | J. Kennedy | Oct. 20 |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 447.
 Excellent accommodation. First class Table. DOCTOR and STEWARDESSE carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 238.

The best route to the KIDNEY GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DREA and ST. MICHAEL.
 Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast, Points to and Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, O., for Goods shipped by that route.
 Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.
 Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED,
 General Agents.
 Hongkong, 16th August, 1900. [10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | THURSDAY | SAILING DATES |
|--------------------------------|-----------|----------------|
| WEIMAR | THURSDAY | 23rd August |
| ERINZ HEINRICH | THURSDAY | 29th September |
| PREUSSEN | THURSDAY | 20th September |
| HAMBURG (Hamburg-America Line) | WEDNESDAY | 1st October |
| SACHSEN | WEDNESDAY | 17th October |
| OLDENBURG | WEDNESDAY | 31st October |
| BAYERN | WEDNESDAY | 14th November |
| STUTTGART | WEDNESDAY | 28th November |
| KONIG ALBERT | WEDNESDAY | 12th December |
| PRINZ HEINRICH | WEDNESDAY | 26th December |

ON THURSDAY, the 23rd day of August, 1900, at Noon, the Steamship "WEIMAR," Captain E. Prehn, of the NORDDEUTSCHER LLOYD, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till Noon on TUESDAY, the 21st August. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 22nd August, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 22nd August.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linsen can be washed on board.

For further Particulars, apply to
 NORDDEUTSCHER LLOYD.
 MELCHERS & CO.,
 AGENTS.
 Hongkong, 10th August, 1900. [8]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | DESTINATIONS | SAILING DATES |
|---------------|-------------------------------------------------------------------------------|------------------------------|
| KANAGAWA MARU | (MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID) | FRIDAY 24th Aug. at DAYLIGHT |
| KASUGA MARU | (SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE) | FRIDAY 24th Aug. at 4 p.m. |
| FUTAMI MARU | (NAGASAKI, KOBÉ and YOKOHAMA) | SATURDAY 25th Aug. at NOON |

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

THE Twin Screw Steamship.

"NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on THURSDAY, the 16th August, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and to Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd June, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME, AND TRIESTE.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, YENICK, and ADRIATIC PORTS).

"FRANZ FERDINAND," Captain G. Costanzo, will be despatched as above about THURSDAY, the 16th inst.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 11th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE. THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on SATURDAY, the 18th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI. THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 19th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT. Taking Cargo at LONDON Rates. THE Company's Steamship

"IXION," Captain Robinson, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

"MALTA," Captain F. J. Cole, R.N., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 18th August, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 6th August, 1900.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"RICHMOND CASTLE" will be despatched for the above port on or about the 25th August, and will be followed by the Steamship "AFRIDI" on or about the 3rd September, and the Steamship "MARIA DE LARRINAGA."

For Freight, apply to DODWELL & CO., LD., Agents.

Hongkong, 15th August, 1900.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th August, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU; and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and to Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 6th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"GLAUCUS," Captain Barwise, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"RHIPHEUS" will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LONGSANG," Captain Weigall, will be despatched as above on TUESDAY, the 21st inst., at 5 p.m.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th August, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANE. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 22nd August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th August, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th August, 1900, at 1 p.m., the Company's Steamship "BERNARD SIMONS," Captain Darrande, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via port of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 26th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL). THE Company's Steamship

"PROMETHEUS," Captain Day, will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th July, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITE STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BELGIAN KING" 3,379 Tons, About 15th Sept.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, MOJO, KOBE, YOKOHAMA AND HONOLULU, about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th August, 1900.

HONGKONG STEAMERS.

Airline, British steamer, 2,500, George, Aug. 9, Gibb, Livingston & Co.

Amara, British str., 1,566, Mattock, Aug. 12, Jardine, Matheson & Co.

Anapa, British str., 2,251, Williamson, Aug. 14, Dowdell & Co., Limited.

Apping, British str., 1,153, Barlow, Aug. 15, Chinese.

Bellorophon, British str., 1,312, Lyons, Aug. 13, Butterfield & Swire.

Benzelathia, Brit. str., 1,320, Sleeman, Aug. 14, Chinese.

Bengalee, British str., 1,346, Thomson, Aug. 14, Gibb, Livingston & Co.

Benlawers, Brit. str., 1,483, Webster, Aug. 13, Gibb, Livingston & Co.

Benlith, British str., 1,496, Farquhar, Aug. 13, Gibb, Livingston & Co.

Brand Norn, Norw. str., 1,060, Thronsen, Aug. 15, Dodwell & Co., Limited.

China, German steamer, 1,113, Voss, Aug. 9, Siemens & Co.

China, Austrian str., 3,400, Mayer, Aug. 14, Sander, Weller & Co.

Chittagong, British str., 1,241, Corfield, Aug. 12, Dowdell & Co., Limited.

Crown of Arragon, Brit. str., 1,474, Dorward, Aug. 12, Gilman & Co.

Drumparth, British str., 1,600, Fowler, July 28, Dowdell & Co., Limited.

Formosa, British str., 674, Hodgins, Aug. 15, Douglas Laiprak & Co.

Franz Ferdinand, Aus. str., 3,850, Guiseppe, Oustanza, Aug. 14, Sander, Weller & Co.

Fushan, British str., 1,505, Lunt, Aug. 13, Order.

Haiching, British str., 1,267, Hall, Aug. 14, Douglas Laiprak & Co.

Hailong, British str., 783, Bathurst, Aug. 13, Order.

Hector, British str., 3,002, J. Barr, Aug. 13, Butterfield & Swire.

Hongkong, French str., 862, Pannier, Aug. 11, A. R. Marty.

Ixion, British str., 2,270, Robinson, Aug. 12, Butterfield & Swire.

Kingsing, British str., 1,223, Young, Aug. 14, Jardine, Matheson & Co.

Loksang, British str., 930, Leask, Aug. 11, Jardine, Matheson & Co.

Maidauru Maru, Jap. str., 687, Ogata, Aug. 15, M. B. Kaisha.

Mongkut, German str., 815, Kumpel, Aug. 9, Butterfield & Swire.

Nippon Maru, Jap. str., 6,060, Allen, Aug. 7, Nippon Yusen Kaisha.

Onsang, British steamer, 1,787, Young, Aug. 9, Jardine, Matheson & Co.

Phra Chon Klao, Brit. str., 1,012, Fowler, Aug. 10, Butterfield & Swire.

Quarta, German str., 1,146, Johansson, Aug. 11, Sander, Weller & Co.

Riojan Maru, Jap. str., 3,615, Eckstrand, Aug. 15, Nippon Yusen Kaisha.

Rosetta, British str., 2,039, Talbot, Aug. 15, P. & O. S. N. Co.

Sisauan, British str., 845, Allan Jones, Aug. 11, Bradley & Co.

Suisang, British str., 1,776, Tadd, Aug. 13, Jardine, Matheson & Co.

Sungking, British str., 1,021, Moore, Aug. 13, Butterfield & Swire.

Tallies, German steamer, 928, Calender, Aug. 13, Meyer & Co.

Taiyuan, British str., 2,000, Nelson, Aug. 14, Butterfield & Swire.

Tienchin, British str., 1,250, Armstrong, Aug. 11, Butterfield & Swire.

Tsaimu, British str., 1,459, Anderson, Aug. 3, Butterfield & Swire.

Voloite, British str., 1,598, Carter, Aug. 14, Arnold, Karberg & Co.

Wongkoi, German str., 1,113, Pigot, Aug. 15, Butterfield & Swire.

Zweana, British str., 941, Nesbitt, Aug. 13, Chinese.

SAILING VESSELS.

Carmanian, British ship, 1,772, Bunn, July 9, Standard Oil Co.

Esmeralda, British ship, 130, Harrison, April 14, Jardine, Matheson & Co.

J. P. Hitecock, American ship, 2,100, Gates, 6, C. Sawle, Amr. ship, 1,650, Small, Aug. 6, Standard Oil Co.

Norwood, British ship, 1,398, Roy, July 31, Order.

Peru Rickmers, Ger. Am. ship, 2,751, Scholer, Aug. 11, Standard Oil Co.

Sachem, Amr. bark, 1,267, Nickles, July 13, Standard Oil Co.

Sarame, Amr. bark, 858, Bartab, Aug. 13, Standard Oil Co.

Sierra Estrella, British ship, 1,397, Farmer, July 8, Dowdell & Co., Limited.

Stanfield, British bark, 562, Wilson, June 22, Order.

Tam O'Shanter, Amr. ship, 1,432, Ballard, May 16, Standard Oil Co.

Westgate, British ship, 1,830, Neville, Aug. 9, Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrité, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Cruick, at Shanghai.

Algerine, sloop, 6 guns, 1,107 h.p., Comdr. R. H. Johnston Stewart, at Taku.

Argonaut, British battleship, 11,000, Capt. G. H. Cherry, R.N., at Hongkong.

Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Newchwang.

Barfleur, battle-ship, 14 guns, 9,000 h.p., Capt. G. I. S. Warrand, at Taku.

Bonaventura, cruiser, 10 guns, 7,000 h.p., Capt. J. C. Sawle, at Shanghai.

Brish, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. E. S. Wrey, Bart., at Singapore.

Centurion, flag-ship, 14 guns, 9,000 h.p., Capt. J. B. Jellicoe, at Shanghai.

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. W. Winnington- Ingram, at Shanghai.

Dido, cruiser, 2nd class, Capt. P. F. Tillard, at Weihaiwei.

Endymion, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.

Esk, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Shanghai.

Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, Peiho River.

Firebrand, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong.

Goliath, battle-ship, 16 guns, 12,550 tons, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.

Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Shanghai.

Hermione, cruiser, 10 guns, 7,000 h.p., Capt. R. S. D. Cumming, at Ningbo.

Humber, storeship, Comdr. H. J. Davison, at Hongkong.

Isis, cruiser, 2nd class, Capt. G. M. Henderson, at Hongkong.

Janus, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, left England.

Linnut, gun-vessel, 2 guns, 870 h.p., Comdr. W. W. Smythe, at Kinkiang.

Lizard, gunboat, Lieut. John C. Watson, at Shanghai.

Marathon, cruiser, Capt. John G. M. Field, at Shanghai.

Mohawk, cruiser, Capt. F. W. Freeman, at Swatow.

Orlando, cruiser, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku.

Other, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong.

Peacock, gun-boat, 6 guns, 720 h.p., Lieut. Commander C. P. R. Cowde, at Weihaiwei.

Phoenix, sloop, 6 guns, 1,100 h.p., Comdr. E. G. Fraser, at Taku.

Pique, cruiser, 8 guns, 3,600 tons, 7,000 h.p., Naill, D.S.O., F.D., Capt. H. C. Reynolds, at Hankow.

Plover, gun-boat, 6 guns, 720 h.p., Lieut. Comdr. Cowper, at North.

Redpole, gun-boat, 6 guns, 720 h.p., Lieut. Comdr. Charles F. Corbett, at Canton.

Robin, river gun-boat, Lieut. Comdr. Godfrey G. Webster, West River.

Roarior, sloop, 6 guns, 950 tons, 1,400 h.p., Comdr. A. W. Hamilton, at Shanghai.

Sandpiper, river gun-boat, 2 guns, Lieut. Com. Carr, West River.

Snipe, river gun-boat, 2 guns, 240 h.p., Lieut. Comdr. Ollman, at Wuhu.

Swift, gun-vessel, 2 guns, 870 h.p., in reserve, at Hongkong.

Tamar, receiving ship, Commodore Francis Powell, C.B., at Hongkong.

Terrible, 1st class cruiser, Capt. Percy M. Scott, C.B., at Weihaiwei.

Twoed, gun-boat 3 guns, 200 h.p., in Reserve, at Hongkong.

Undaunted, armoured cruiser, 12 guns, 5,500 h.p., Capt. A. C. Clarke, at Shanghai.

Wallaroo, cruiser, Capt. Nore, at Shanghai.

Waterwitch, surveying ship, 450 h.p., Lieut. Comdr. W. O. Lyons, at Shanghai.

Whiting, torpedo-boat destroyer, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, North.

Wivern, coast defence ship, armoured, 4 guns, 1,000 h.p., at Hongkong.

Woodcock, gunboat, 2 guns, 560 h.p., Lieut. and Comdr. H. W. E. Watson, on Yangtze.

Woodlark, gunboat, 2 guns, 550 h.p., Lieut. H. E. Hilman, at Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovloff, at Nagasaki.

Admiral Nakhimoff, Russian cruiser, 9,000, Capt. Vaidolyak, at Hongkong.

Albatross, American gunboat, Ensign D. W. Knox, at Zambonga.

Albatross, Russian gunboat, 8 guns, 1,200 h.p., Capt. Eliskiy, at Vladivostok.

Alouette, French cruiser, 300, Lieut. Aoun, at Hongkong.

Asio, French gunboat, 6 guns, 453 h.p., Capt. Journe, at Bangkok.

Bathurst, American protected cruiser, 10 guns, 4,413 h.p., Capt. J. M. Forsyth, at Sporn.

Basco, American gunboat, Nautil Cadet J. W. Greenalade, at Manila.

Bennington, American gunboat, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Cebu.

Bobra, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Dobrovolsky, at Nagasaki.

Brooklyn, American (flagship) armoured cruiser, Captain C. M. Thomas, at Nagasaki.

Brutus, American collier, Lieut. Comdr. C. J. Boush, at Guam.

Buffalo, American cruiser, Capt. C. T. Hutchins, at Taku.

Calamianes, American gunboat, Ensign A. H. McCarthy, at Manila.

Callao, American gunboat, 1 gun, 55 h.p., Lieut. G. E. Bradshaw, at Zambonga.

Carlo Alberto, Italian cruiser, Comdr. Cate, at Singapore.

Cassine, American gunboat, 8 guns, 2,199 h.p., Comdr. C. G. Bowman, at Shanghai.

Celtic, American supply ship, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Sydney.

Concord, American gunboat, 6 guns, 3,405 h.p., Comdr. H. G. O. Colby, at Hilo.

Culgoa, American supply ship, Lieut. Comdr. H. C. Gearing, at Sydney.

D'Entrecasteaux, French flag-ship, 14 guns, 13,500 h.p., Capt. de Marolles, at Japan.

Descares, French cruiser, Captain Philibert, at Japan.

Dimitri Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Comdr. Sharon, at Vladivostok.

Don Juan de Austria, American gunboat, Com. T. C. McLean, at Canton.

Edairour, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku.

Elba, Italian cruiser, 18 guns, Capt. Cecconi, at Shanghai.

Fieramosca, Italian cruiser, Capt. Carlo Negri, at Shanghai.

Friant, French cruiser, 693 tons, Capt. Adam, at Hongkong.

Guidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbeniff, at Vladivostok.

Gardouji, American gunboat, Ensign G. Chase, at Manila.

Gefion, German cruiser, 10 guns, 9,000 h.p., Capt. Kolmann, at Shanghai.

General Alava, American gunboat, Lieut. Comdr. C. E. Fox, at Manila.

Glaucous, American supply ship, Comdr. W. H. Everist, at Manila.

Gremiatichy, Russian armoured cruiser, 12 guns, 2,090 h.p., Capt. Mikheevsky, at Nagasaki.

Guichen, French cruiser, Captain Perem, at Taku.

Hansa, German cruiser, 35 guns, Capt. Pohle, at Taku.

Helena, American gunboat, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Taku.

Hertha, German cruiser, 30 guns, — h.p., Capt. von Usselm, at Taku.

Holland, Dutch cruiser, Capt. S. K. Sybrand, at Shanghai.

Ilis, German gunboat, 10 guns, 1,600 h.p., Capt. H. H. Lang, at Taku.

Irene, German cruiser, 22 guns, 8,000 h.p., Capt. Stein, at Tientsin.

Irix, American collier, Ensign D. W. Knox, at Hongkong.

Isla de Cuba, American gunboat, Lieut. J. N. Jordan, at Manila.

Isla de Luzon, American gunboat, Comdr. J. V. B. Bleeker, at Manila.

Jaguar, German cruiser, Capt. Kinderling, on Yangtze.

Jean Bart, French cruiser, 10 guns, 8,000 h.p., Capt. Aubert, at Nagasaki.

Kaiserin Augusta, German cruiser, 20 guns, 14,030 h.p., Capt. Guellich, at Taku.

Karsaint, French gun-vessel, 13 guns, 2,200 h.p., Captain de la Motte du Portail, at Hailow.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, Captain J. P. von Roosum, at Shanghai.

Korvetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.

Leyte, American gunboat, Ensign L. E. Sargent, at Manila.

Liguria, Italian cruiser, Capt. Lecconi, at Singapore.

Lion, French gunboat, 4 guns, 500 h.p., Capt. Frost, at Hongkong.

Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Capt. Yakovlev, at Chemulpo.

Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. E. Stevens, at Zambonga.

Manilano, American gunboat, Ensign I. C. Wetters, at Manila.

Marco Polo, Italian cruiser, 22 guns, 10,000 h.p., Capt. Ed. Lucaronato, at Singapore.

Marietta, American gunboat, Comdr. E. H. Gheen, at Manila.

Mariveles, American gunboat, Ensign C. E. Gilpin, at Manila.

Manilano, American gunboat, Ensign I. C. Wetters, at Manila.

Maria Theresa, Austrian cruiser, Capt. V. Bless, at Shanghai.

Mosadnock, American double-turret monitor, 6 guns, 3,000 h.p., Capt. E. T. Strong, at Manila.

Monoway, American gunboat, 6 guns, 850 h.p., Comdr. E. M. Wise, at Taku.

Montevideo, American monitor, Capt. G. W. Piggan, at Hongkong.

Nashville, American collier, Ensign

